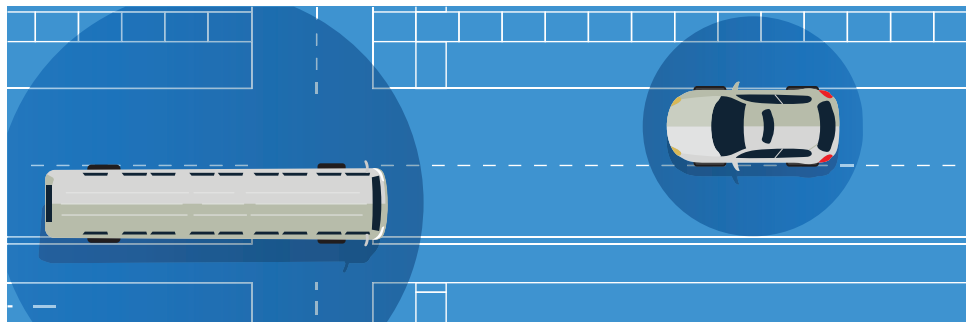


TRAVIS COUNTY

TRANSPORTATION BLUEPRINT

PUBLIC ENGAGEMENT REPORT



July 16, 2019

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EXECUTIVE SUMMARY

The *Travis County Transportation Blueprint* is the County's first comprehensive, countywide transportation planning document. It complements the planning work of other jurisdictions and agencies that contribute to our transportation system, while focusing on county-specific concerns. The *Blueprint* is a fiscally constrained plan that defines priorities through 2045. It will be updated every five years and may be amended by the Commissioners Court as needed.

Vision: In coordination with our transportation partners, provide Travis County with a transportation system that is safe, reliable, resilient, efficient, and equitable.

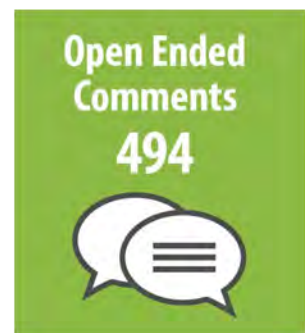
Goals:

- Prioritize safety and resiliency
- Maintain and improve existing transportation system
- Increase system capacity through effective management and new or expanded facilities
- Reduce barriers to mobility
- Balance growth and environmental concerns
- Develop a multimodal system that accommodates new technology

PUBLIC ENGAGEMENT PROCESS

Travis County partnered with CD&P, a public engagement consulting company, to develop a two-phase public engagement process. Phase One of the process began in late 2016 and focused on understanding the community's transportation needs and preferences. Public input from this phase, along with technical data and analysis, informed development of a draft *Blueprint* which consisted of projects, programs, and studies to address transportation needs through 2045.

Phase Two of the public engagement process began in early 2019 and focused on gathering community feedback on the draft *Blueprint*. During this phase, stakeholders were able to prioritize, and demonstrate support or opposition for, County Roads, Active Transportation, and Partnership Projects included in the draft.



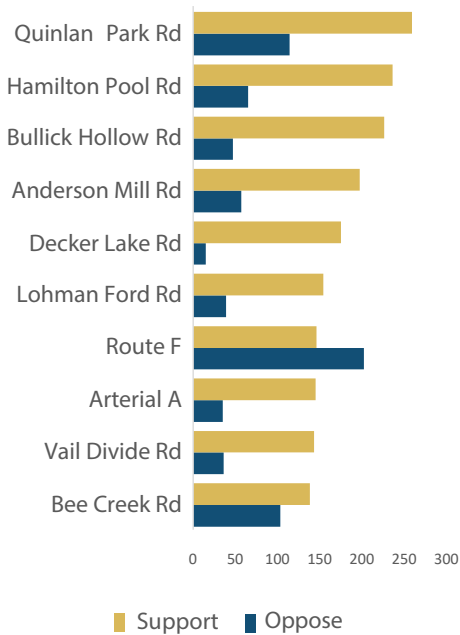
SURVEY HIGHLIGHTS

WE ASKED...

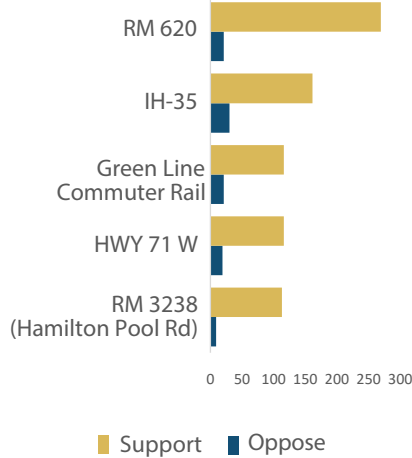
Do you support or oppose this project?

TOP SUPPORTED PROJECTS

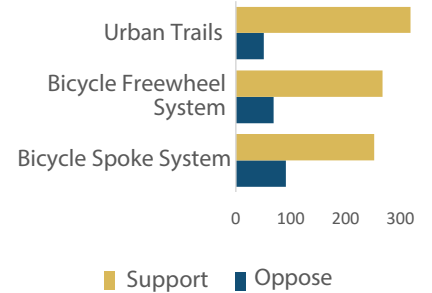
County Road Projects



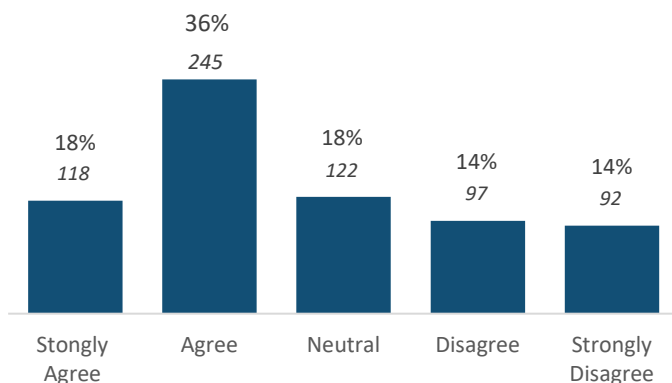
Partnership Projects With Other Agencies



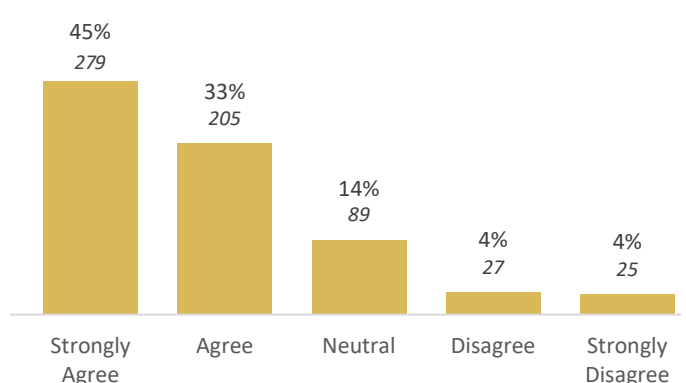
Active Transportation Projects



Does this draft Transportation Blueprint reflect your transportation needs and priorities?



Do you agree with the concept of Travis County participating financially in partnership projects?



PUBLIC ENGAGEMENT REPORT

In Phase Two of the public engagement process, Travis County and CD&P staff committed to active, two-way communication with residents, individuals, community leaders, and organizations throughout the County to ensure that public priorities remained central to finalizing the *Blueprint*.

Staff members conducted public outreach at community meetings and events, via social media posts and advertisements, through email, and by hosting a televised and online *Blueprint Live!* broadcast.



PUBLIC ENGAGEMENT GOALS

The County implemented a public engagement process to incorporate input from the diverse populations in Travis County, with an emphasis on those within unincorporated areas.

The public engagement goals were to:

- Create public awareness about the draft *Travis County Transportation Blueprint*
- Provide an open and transparent process throughout the entire planning effort
- Provide a variety of accessible opportunities and options for participants to get involved
- Focus on reaching the public where they already gather at organization meetings and events across the county
- Gather input on the community's transportation priorities and preferences
- Obtain input from geographically and demographically diverse set of participants
- Provide engaging interactions that facilitate collecting the most valuable input
- Incorporate public input into the final *Blueprint*

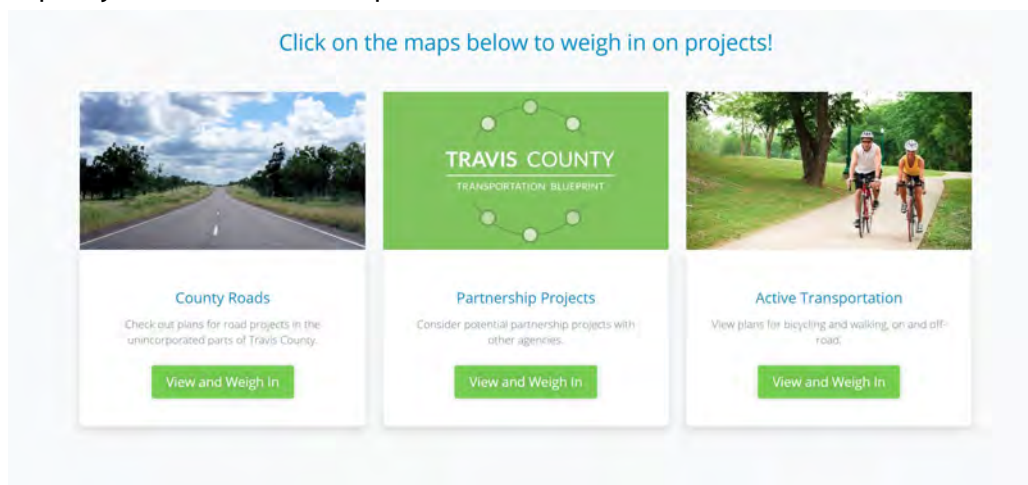
SPANISH OUTREACH

Travis County, recognizing its large Spanish-speaking community, tailored outreach to engage members of this community. Bilingual staff members attended in-person events (reaching over 150 Spanish speakers). All online materials were available in Spanish, and Spanish social media advertisements received 27,000+ impressions.

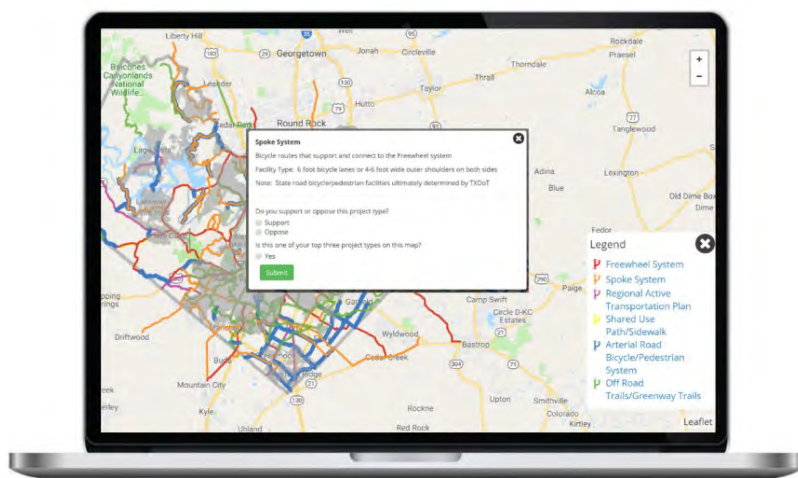
SURVEY

Travis County developed a survey to gather public input and to help prioritize projects. The survey, available in English and Spanish, ran from April 15 through June 18, 2019 and received approximately 13,500 responses. The County promoted the survey via a televised town hall, social media, in-person events, and email notifications. Full survey results are in the Appendix of this report (Responses are anonymous because the survey did not require participants to give a unique identifier, such as an email address.)

The survey consisted of two main parts: a short questionnaire and a mapping exercise. The mapping exercise used three interactive maps, one for each of the three project types: County Roads, Partnership Projects, and Active Transportation.



Using the maps, online survey participants could click on any project and see that project's details, express support or opposition, and tag projects that were their top priorities. A printed version



of the mapping exercise used oversized paper maps and stickers to signify support/opposition/prioritization. Staff members took this version to in-person events and asked attendees to share their input.

The short questionnaire (identical online and on paper) collected some general demographic information and included an open-ended question for participants to share their thoughts.

SURVEY RESULTS SUMMARY

Travis County received a total of 13,453 survey responses online and at in-person events. Nearly 60% of responses (8,169) were related to County Roads projects. While most projects received more support than opposition, several did not. Most notably Route F and Ferguson Lane received more opposition than support.

By project type, the mostly highly supported projects were:

- Quinlan Park Road (County Roads)
- RM 620 (Partnership Projects)
- Urban Trails (Active Transportation)

The County also received 494 open-ended comments on a variety of topics (e.g., traffic congestion, safety, transit, bike lanes, sidewalks, and climate change). For a complete list of comments, reference page 35 in the Appendix.

ZIP CODES COLLECTED

ZIP CODES COLLECTED				
76574	78645	78705	78733	78753
77871	78646	78711	78734	78754
78218	78652	78712	78735	78756
78363	78653	78713	78736	78757
78560	78654	78717	78737	78758
78602	78655	78719	78738	78759
78610	78660	78721	78739	78767
78612	78663	78722	78740	78832
78613	78664	78723	78741	78947
78615	78665	78724	78744	78953
78617	78669	78725	78745	79732
78620	78681	78726	78746	79738
78621	78682	78727	78747	79748
78623	78691	78728	78748	787314
78634	78701	78729	78749	
78640	78702	78730	78750	
78641	78703	78731	78751	
78642	78704	78732	78752	

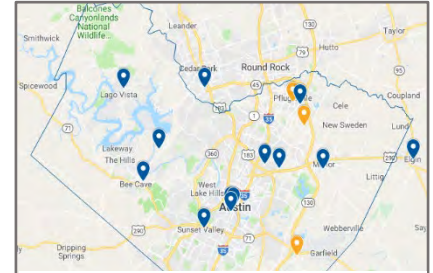
To see a zip code map, reference page 22-23 of the Appendix.

COMMUNITY MEETINGS & EVENTS

Staff members attended a wide variety of community meetings and events. Many of these events (e.g., Farmers Markets and Copa Univision) provided ready-made audiences and convenient opportunities for engagement with community members outside of traditional public meetings.

EVENT NAME AND LOCATION	ATTENDEES REACHED
Steiner Ranch Emergency Evacuation Project <i>Cedar Ridge Middle School</i>	30
Community Wildfire Preparedness Symposium <i>Asian American Resource Center</i>	20
Town Hall with Jeff Travillion <i>Manor Town Hall</i>	80
Project Connect - Blue Line <i>Austin Central Library</i>	30
Bicycle Advisory Council Meeting <i>Austin City Hall</i>	20
Bidi Bidi Banda and Resource Fair* <i>Pflugers Park, Pflugerville</i>	30
Sustainable Food Center Farmers Market <i>Toney Burger Center, Sunset Valley</i>	45
Pedestrian Advisory Council Meeting <i>Austin City Hall</i>	20
Austin Area Home Builders Association Meeting <i>Sonesta Bee Cave Austin Hotel</i>	45
Lakeline Farmers Market <i>Lakeline Mall, Cedar Park</i>	40
Dollar General Storefront* <i>Del Valle</i>	5
Lago Vista Farmers Market <i>Lago Vista</i>	15
Urban Transportation Commission <i>Austin City Hall</i>	20
Pflugerville Farmers Market <i>Heritage Park, Pflugerville</i>	45
City of Elgin's Sip Shop & Stroll <i>Elgin Depot Museum, Elgin</i>	50
Walnut Place Neighborhood Association Meeting <i>Gas Pedal Ranch</i>	25
Copa Univision* <i>NE Metropolitan Park, Pflugerville</i>	100
TOTAL	620

*Limited English Proficiency Event



Map of Meetings and Events



BLUEPRINT LIVE

In conjunction with Travis County Television (TCTV), Travis County's Transportation and Natural Resources Department (TNR) staff worked with CD&P to host a televised community conversation to get feedback on the draft *Blueprint*. The public could participate in the meeting by watching it on a television or the TCTV web stream; they could call into two toll-free numbers (one in English and one in Spanish) or accept a randomly-placed call from the County; they could send a text message; or they could post a comment to Twitter via @TravisCountyTX.

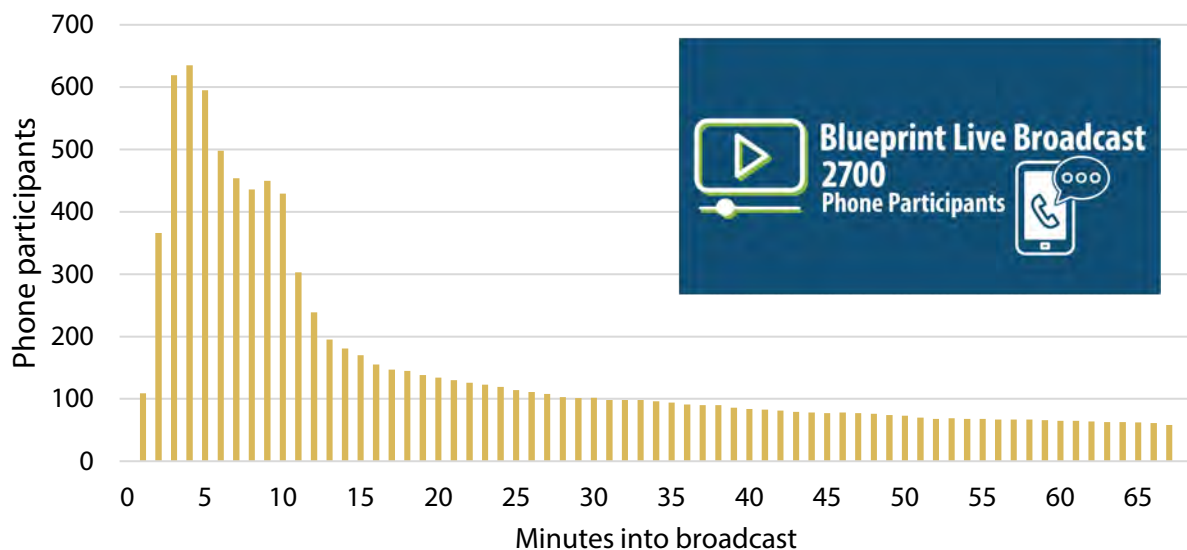
Over the course of the hour-long broadcast which occurred May 15th, 2019, at 7:00 p.m., some 2,700 participants joined the meeting by phone. While many participated for a few minutes, nearly 200 participated throughout the entire hour-long broadcast. A complete count of all viewers is unknown as TCTV does not track viewership numbers. Callers participated in polls using their touch-tone phones, and more than a dozen callers shared their questions and comments live on-air. Callers and attendees joined from across the entire county—from Manor to Leander—and raised a variety of points, from increased investment in public transportation projects to the completion of a loop of highways for the County, from bicycle lanes to investing County funds in state projects.

The telecast enabled TNR staff to outline the origins and significance of the *Blueprint* and its three primary components—County Road, Active Transportation, and Partnership projects. The telecast featured a breakdown of key projects, with projects identified in the northwest, southwest, southeast, and northeast quadrants of the County. After each quadrant's projects were reviewed, the telecast incorporated comments and feedback from the audience.

Anecdotally, participants shared positive feedback with Travis County about the experience of participating in this innovative meeting. They appreciated the chance to participate conveniently and hear perspectives from across Travis County.



Participation Over Time



OUTREACH AND NOTIFICATION TOOLS

Travis County used a variety of tools to share information and encourage participation during this phase of public engagement. The tools focused on reaching the diverse population that lives in, or travels through, Travis County.

TOOLS & MATERIALS

Informational materials provided background and planning information for the public and encouraged participation in the planning process. All online materials were available in Spanish and bilingual staff attended in-person events.

HANDOUTS

A brochure, available online and at in-person events, introduced the *Blueprint's* projects, programs, and studies. It also highlighted ways for the public to get involved in the process.

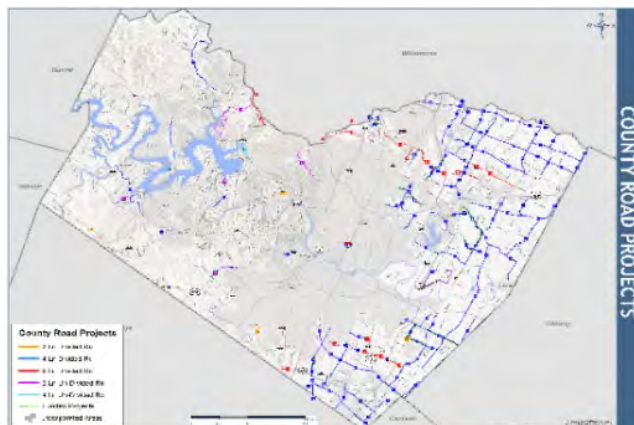
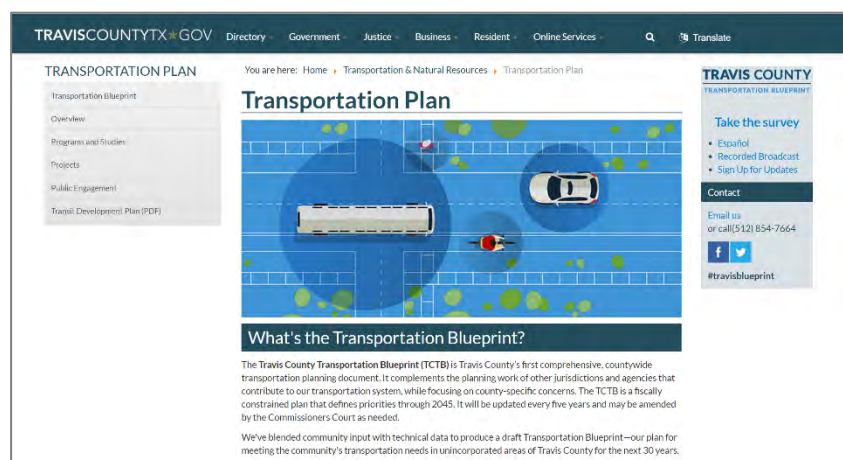


EXHIBIT BOARDS

In-person events featured exhibit boards with large-scale maps showing the approximate locations of proposed projects. The display used three maps, one for each project category: County Roads, Partnership Projects, and Active Transportation. Color-coded markers indicated the specific project type (e.g., shared-use path, Park and Ride location, or 4-lane divided road).

WEBSITE

The *Blueprint's* webpage on Travis County's website provided ready access to all the public engagements materials. It hosted the brochure, the survey, meeting and event notices, and a recording of the *Blueprint Live* broadcast. All online materials were available in Spanish.



SURVEY

Travis County developed a survey to gather public input and to help prioritize projects. The survey, available in English and Spanish, ran from April 15 through June 18, 2019, and received approximately 13,500 responses. The County publicized the survey via a televised town hall, social media, in-person events, and email notifications. Full survey results are in the Appendix of this report (Responses are anonymous because the survey did not require participants to give a unique identifier, such as an email address.)



TRAVIS COUNTY
TRANSPORTATION BLUEPRINT

TRANSPORTATION BLUEPRINT Survey
What You Need to Know

The *Travis County Transportation Blueprint* is filled with projects to improve mobility in our community; so many projects that, given our current financial projections, we won't be able to build them all. Too many projects are chasing too few dollars. Before we finalize the *Blueprint*, we want to hear from you: Which of these projects are most important to you? Are there some you don't like? Are there some that are not a high priority for you?

Many factors will influence project prioritization; public opinion is one of them. Hearing from the community ensures that the public's voice is well represented in the decision-making process.

Take a look at the [Blueprint Overview](#), then start exploring the maps below. Click for more information on projects that interest you; let us know what you think. In each project's pop-up box you can express support or opposition, and identify your priority projects. Scroll down to complete the short survey.

Click on the maps below to weigh in on projects!



County Roads
Check our plans for road projects in the unincorporated parts of Travis County.

[View and Weigh In](#)



Partnership Projects
Consider potential partnership projects with other agencies.

[View and Weigh In](#)



Active Transportation
View plans for bicycling and walking on and off-road.

[View and Weigh In](#)

PROMOTION

SOCIAL MEDIA


The County made fourteen posts across Twitter, Facebook, and Nextdoor social media platforms to share details on the draft *Blueprint*, survey, *Blueprint Live!* broadcast, and website.

SOCIAL MEDIA OUTREACH	
Platform	Number of Posts
Facebook	5
Twitter	5
Nextdoor	4
SOCIAL MEDIA HIGHLIGHTS	
Metric	Number
Impressions	182,000
Reached	2,100
Engaged	300
Clicks	687
Likes	102
Comments	22
Shares	31

Social Media Administrator TravisCounty TX, Travis County AGENCY

Transportation Blueprint Televised Discussion

Help us finalize the Transportation Blueprint—our plan for meeting transportation needs in Travis County for the next 30 years. Join us for a live televised discussion and share your input – Wed, May 15, 7PM. <https://tthm.wufoo.com/forms/blueprint-live-from-travis-county/>



RSVP: TELEVIEWED DISCUSSION
MAY 15 AT 7PM

Blueprint Live! From Travis County
[TTHM.WUFOO.COM](https://tthm.wufoo.com)

10 May · Subscribers of Travis County

Reply 24 · 29586 Impressions

Travis County Transportation Blueprint @TCTBlueprint · Jun 5

.@TravisCountyTX está finalizando un plan para guiar las mejoras de transporte en áreas fuera de los límites de la ciudad. Hay más proyectos que dólares y necesitamos priorizar. ¡Comparte SUS prioridades por tomar nuestra breve encuesta cdandp.mysocialpinpoint.com/!

Translate Tweet




TRAVIS COUNTY
TRANSPORTATION BLUEPRINT

EMAIL

During Phase Two, the County collected an additional 257 emails, making a total of 2,624 email contacts. These contacts all received six email campaigns. The Texas A&M Transportation Institute, Del Valle ISD, and the Austin Area Homebuilders Association received outreach emails for distribution to their contacts.

MEDIA RELEASE

The County sent out both an English and a Spanish media release to approximately 50 recipients.



TRAVIS COUNTY
TRANSPORTATION BLUEPRINT

Do you have something to say about getting around in Travis County?

We need to hear from you! We are finalizing the Travis County Transportation Blueprint, our transportation plan that focuses on the unincorporated areas of our county.

[Take Survey](#)

Take the Transportation Blueprint Survey and help us prioritize the Blueprint projects. You can check out maps of proposed projects, show your support or opposition, and identify your priorities. Let us know what you think.

For more information visit [our website](#).

Interested in having us attend your group's next meeting or event?

We will be out in the community sharing our plan and collecting feedback through the beginning of June. Reach out to us on the phone at (512) 854-7664 or email us at tctranplan@traviscountytx.gov to request a presentation.

[Request a Presentation](#)

Tune in for our Blueprint Live broadcast

Wednesday, May 15, 7 PM

We're hosting a live discussion on Travis County TV. The live broadcast will be available on Spectrum Cable Channel 17, Grande Communications Channel 17, AT&T UVerse Channel 99 or online at traviscountytx.gov - go to the bottom right (see the monitor icon) and click "CHANNEL 17 LIVE STREAM".

Call in, text in, or reach us via social media to participate in the conversation.

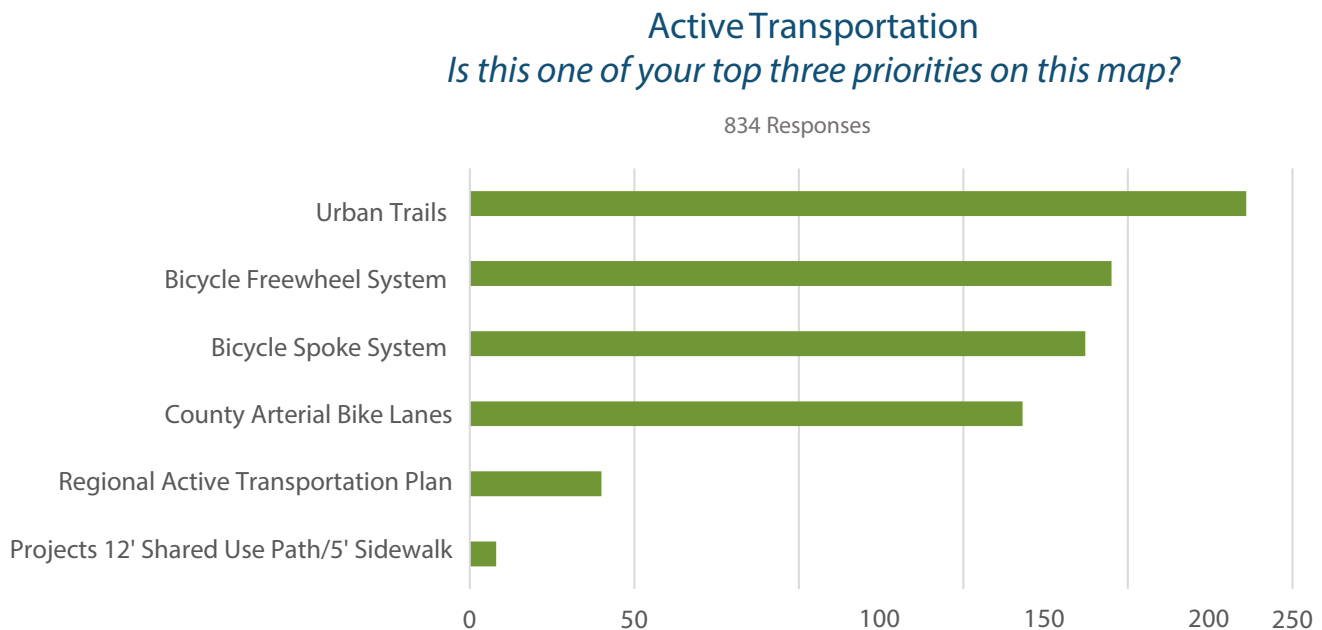
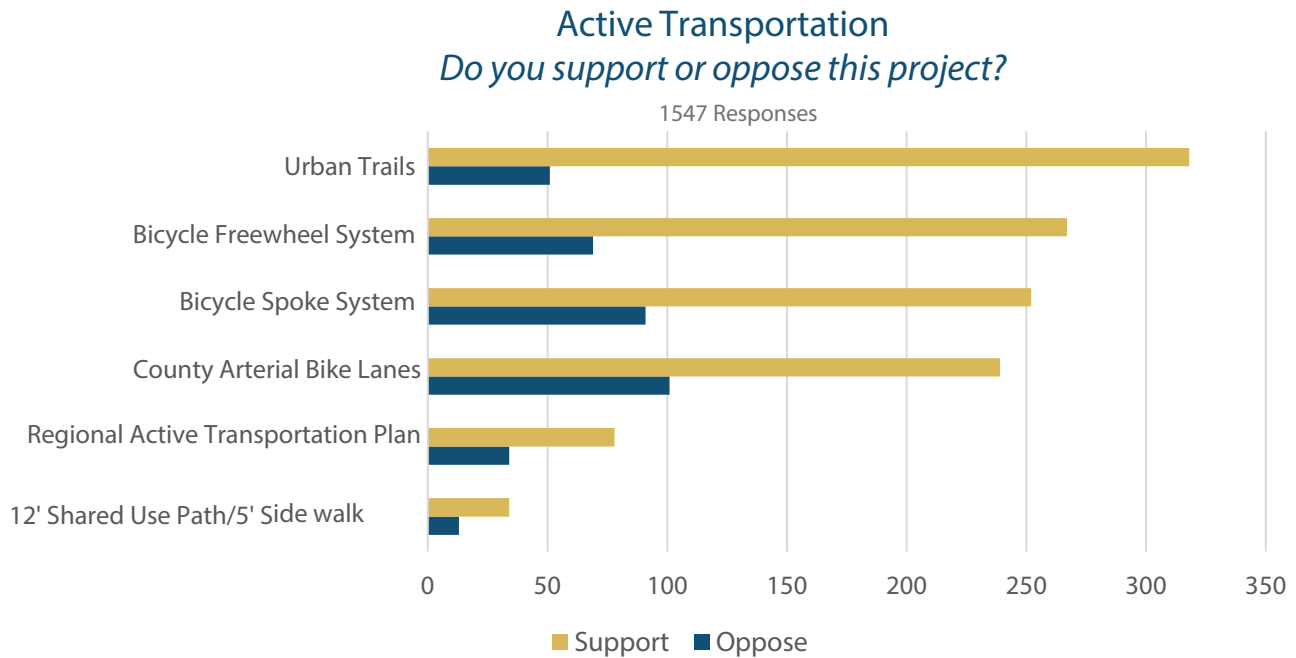
Call 1-888-400-1932 and press 4 (English)
Teléfono 1-888-400-9342 y oprima 4 (Español)
Text "TCBLUEPRINT" to 22333
Tweet us live @TravisCountyTX and tag #travisblueprint

APPENDIX

PROJECT SPECIFIC SURVEY RESPONSES

For each project category, participants were asked to identify what projects they supported or opposed, and which were their top priorities.

ACTIVE TRANSPORTATION

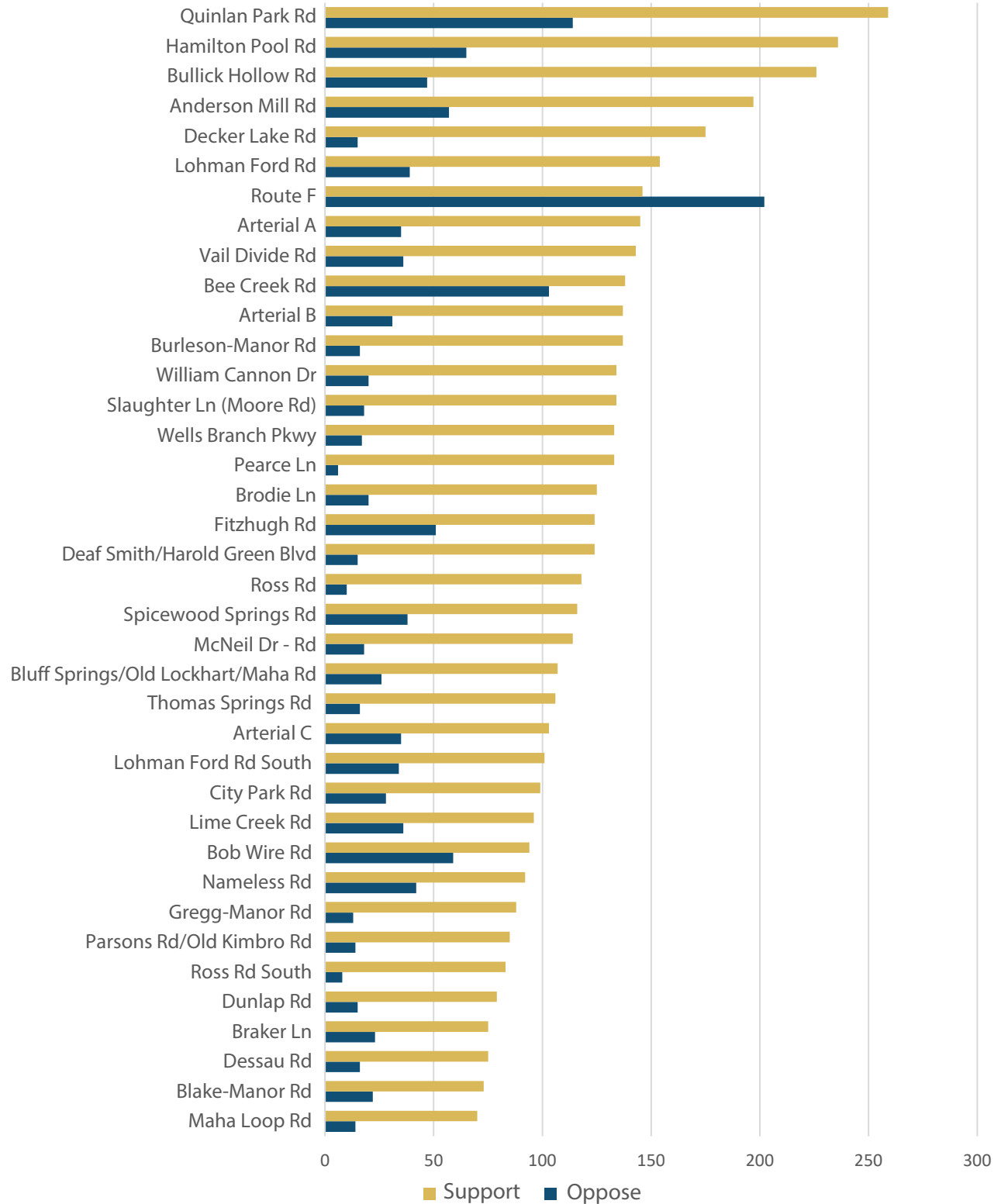


Note: Priorities can indicate both support and opposition. Some respondents prioritized projects they opposed.

COUNTY ROADS

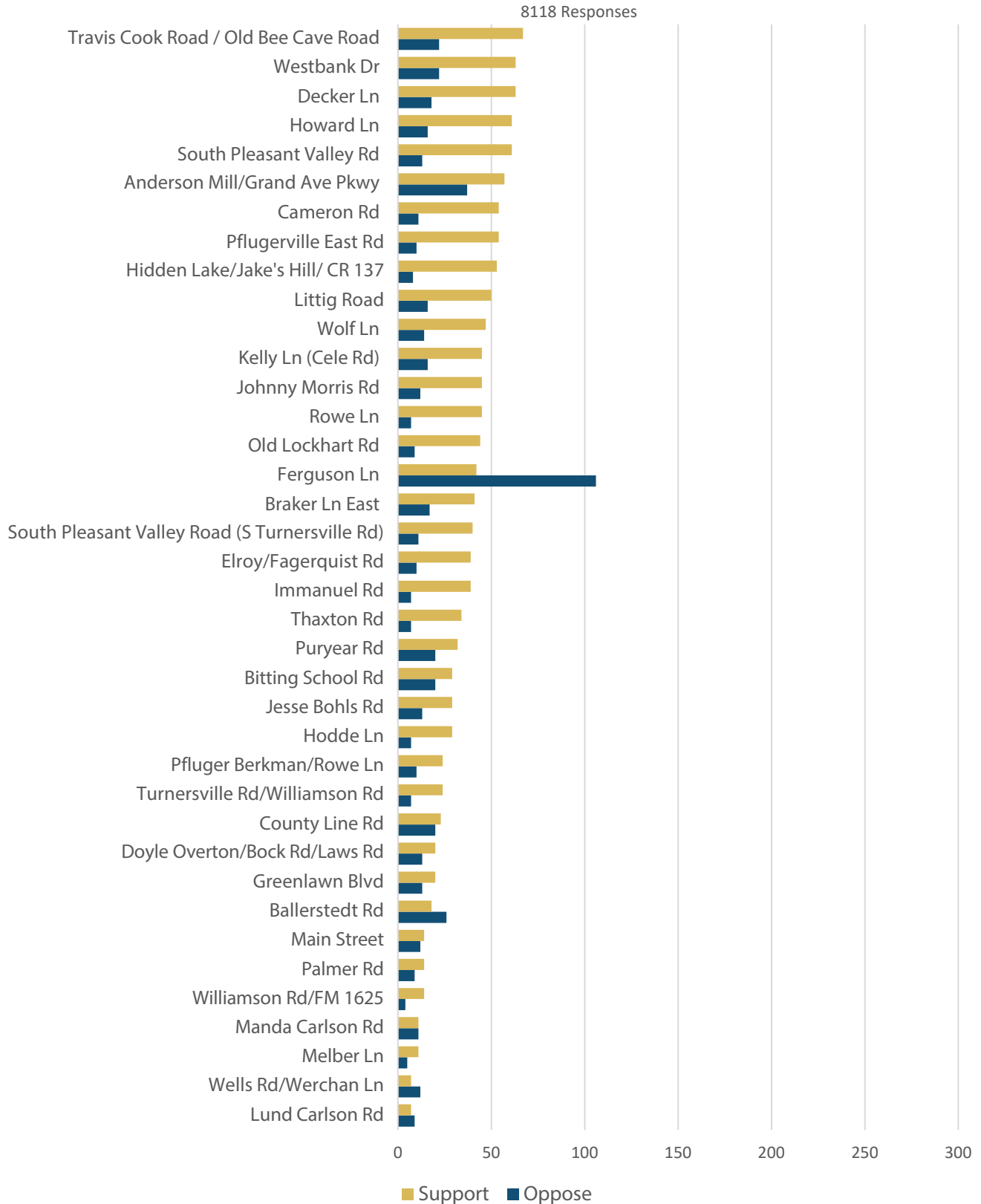
County Roads *Do you support or oppose this project? (Part 1)*

8118 Responses



County Roads

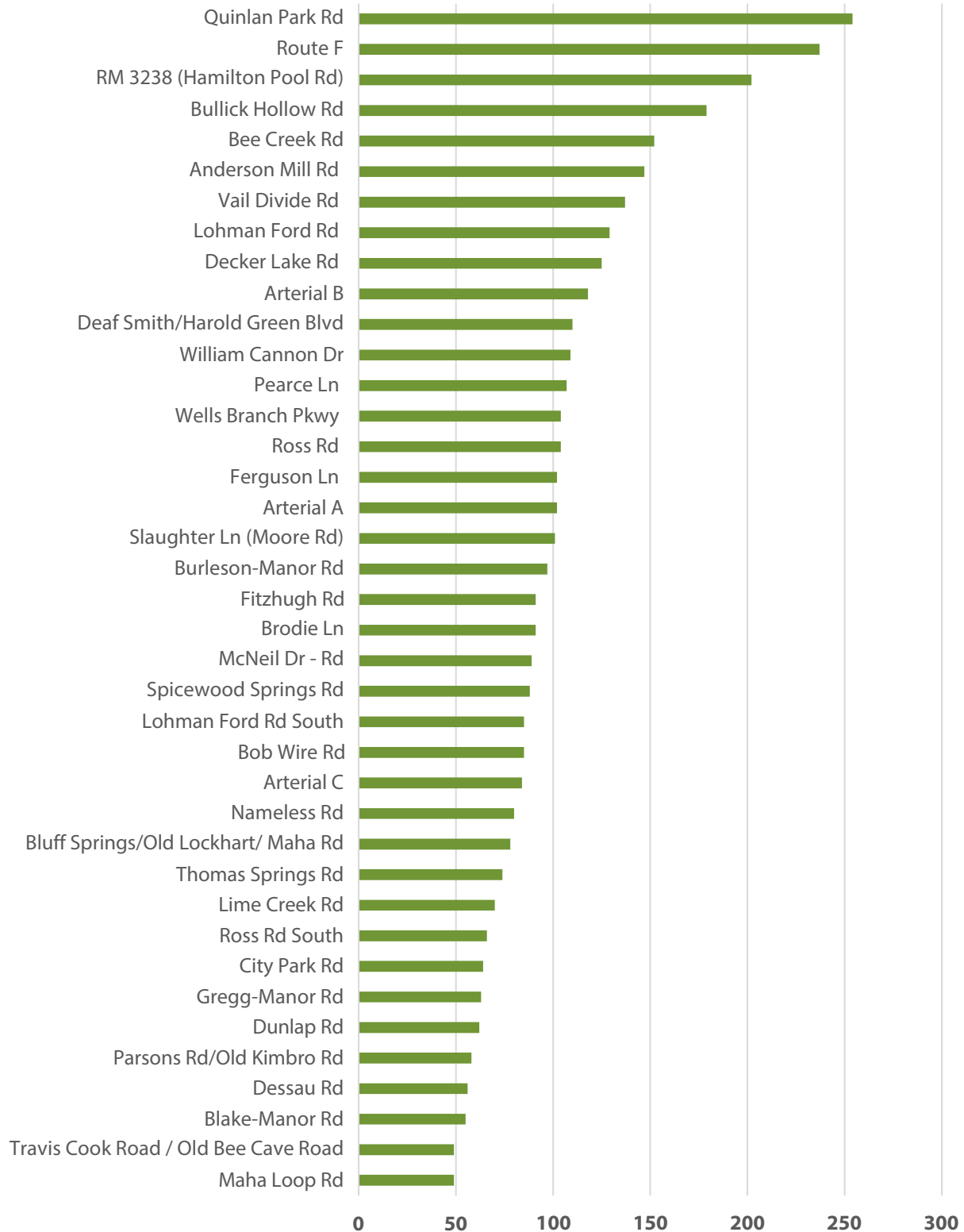
Do you support or oppose this project? (Part 2)



County Roads

Is this one of your top ten priorities on this map? (Part 1)

4959 Responses

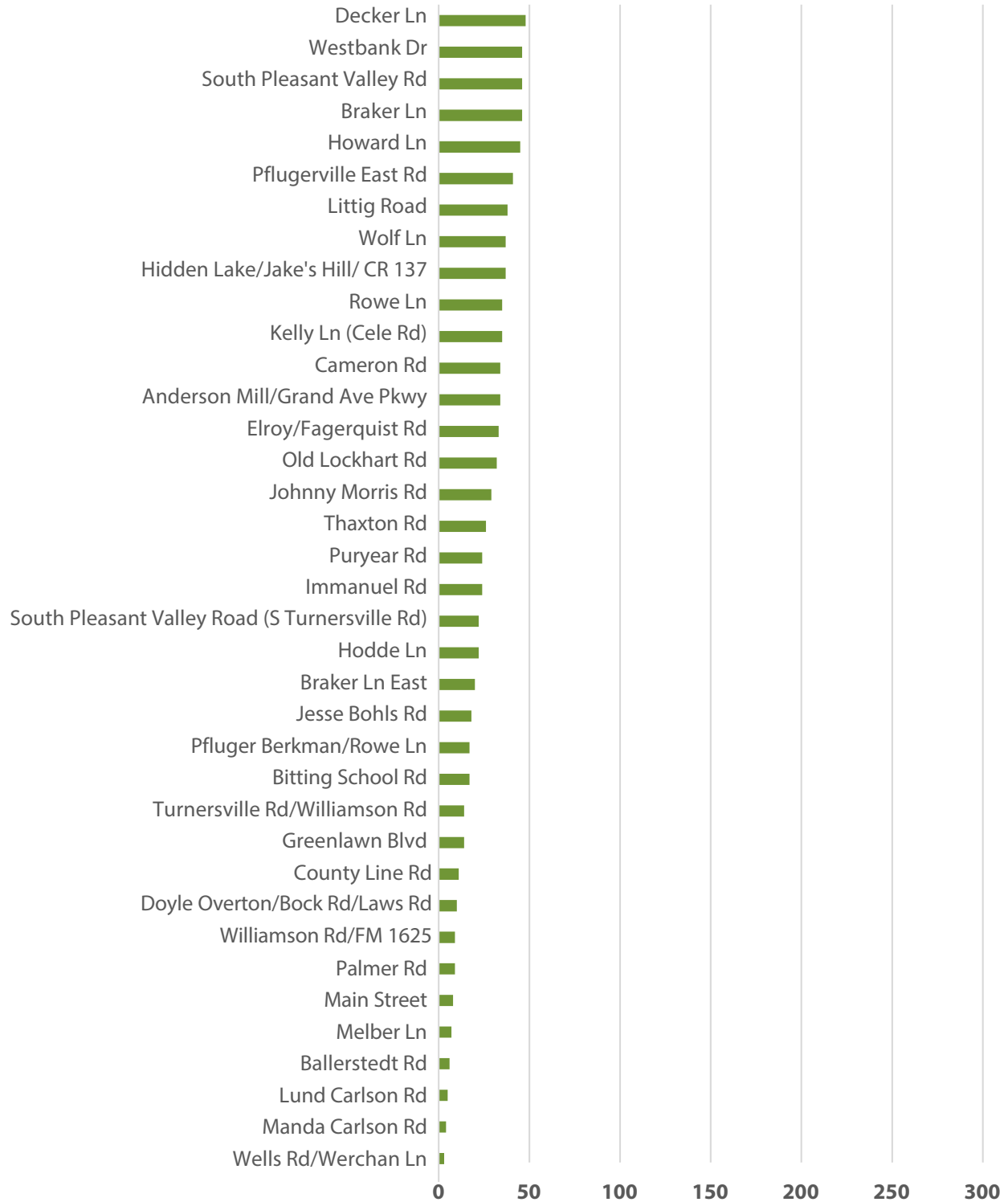


Note: Priorities can indicate both support and opposition.
Some respondents prioritized projects they opposed.

County Roads

Is this one of your top ten priorities on this map? (Part 2)

4959 Responses

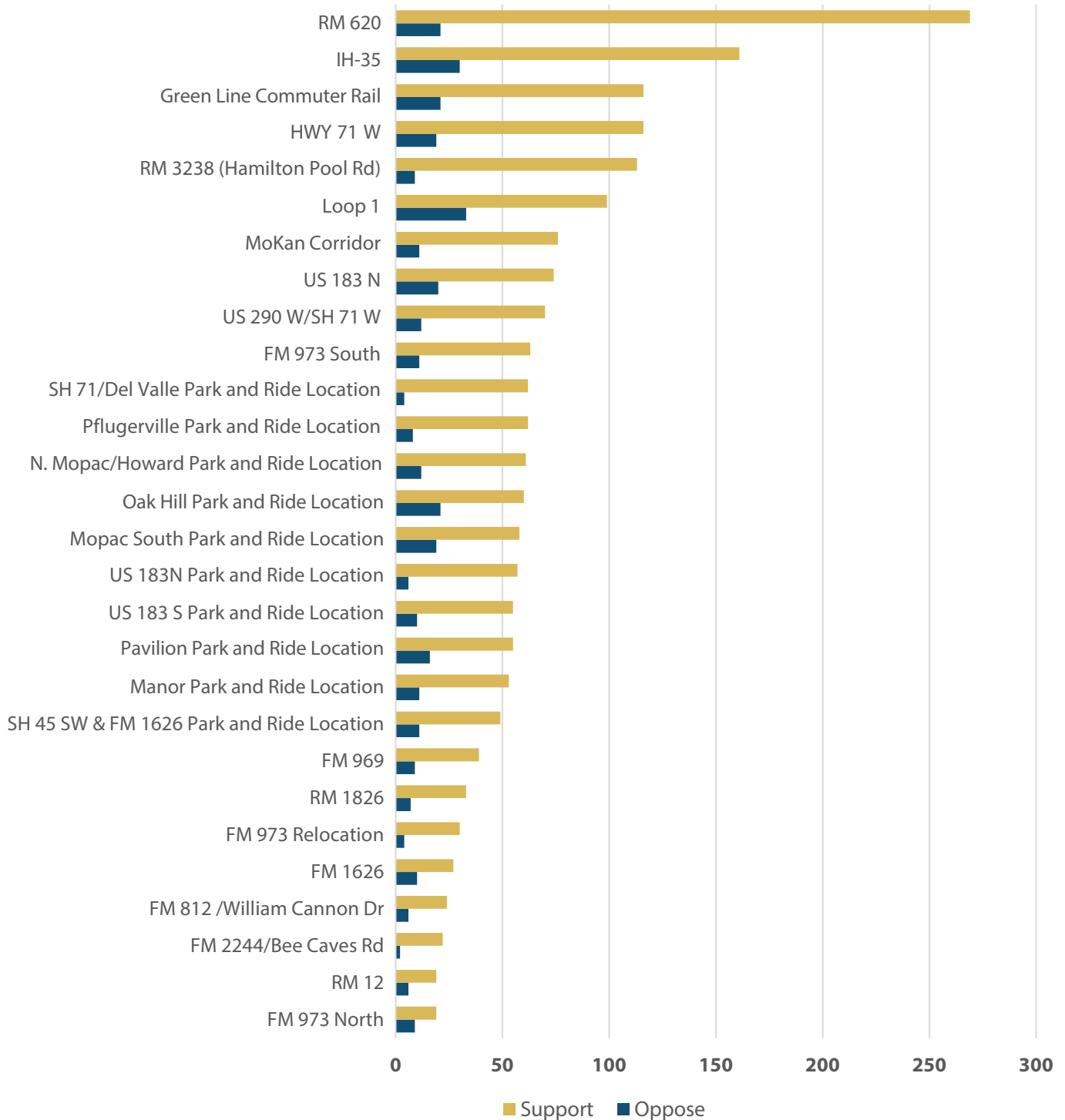


Note: Priorities can indicate both support and opposition.
Some respondents prioritized projects they opposed.

PARTNERSHIP PROJECTS

Partnerships Projects *Do you support or oppose this project?*

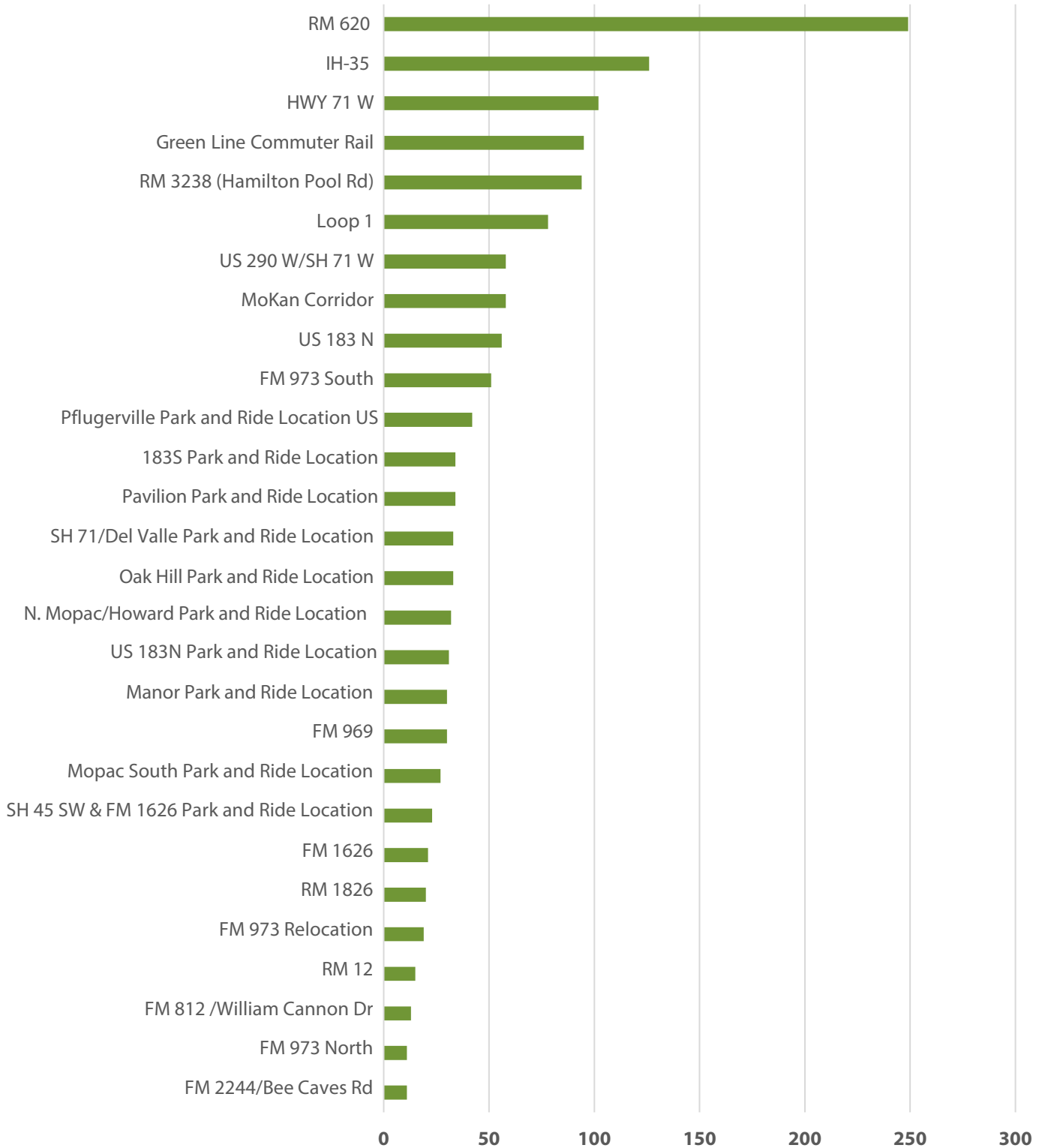
2300 Responses



Partnership Projects

Is this one of your top five priorities on this map?

1426 Responses

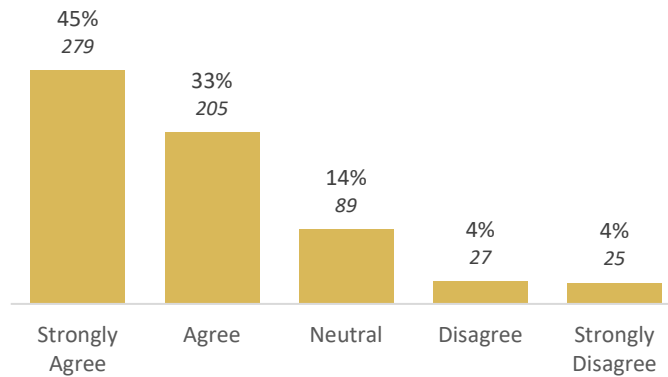


Note: Priorities can indicate both support and opposition. Some respondents prioritized projects they opposed.

Partnership Projects

Do you agree with the concept of Travis County participating financially in partnership projects?

625 responses



INPUT RECEIVED AT EVENTS

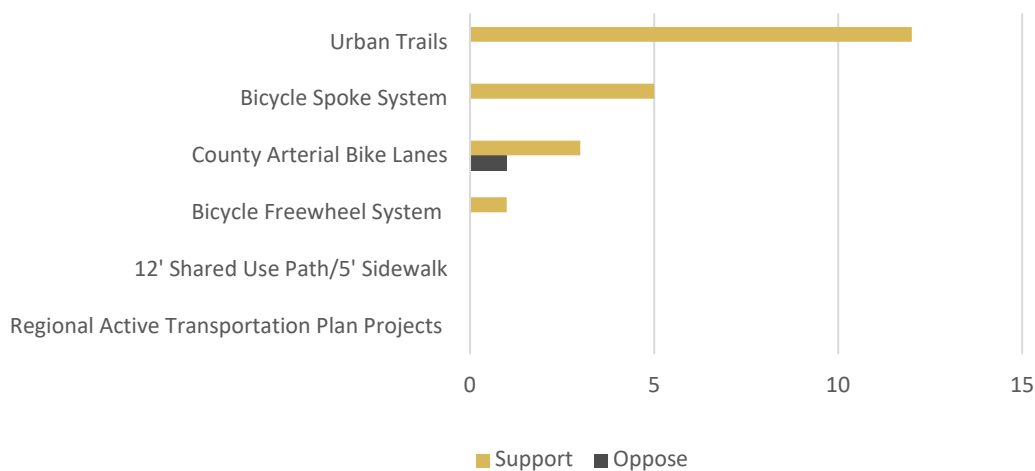
MAPPING ACTIVITY

A printed version of the mapping exercise used oversized paper maps and stickers to signify support/opposition/prioritization. Staff members took this version to in-person events where they were available to provide project information.

Active Transportation

Do you support or oppose this project?

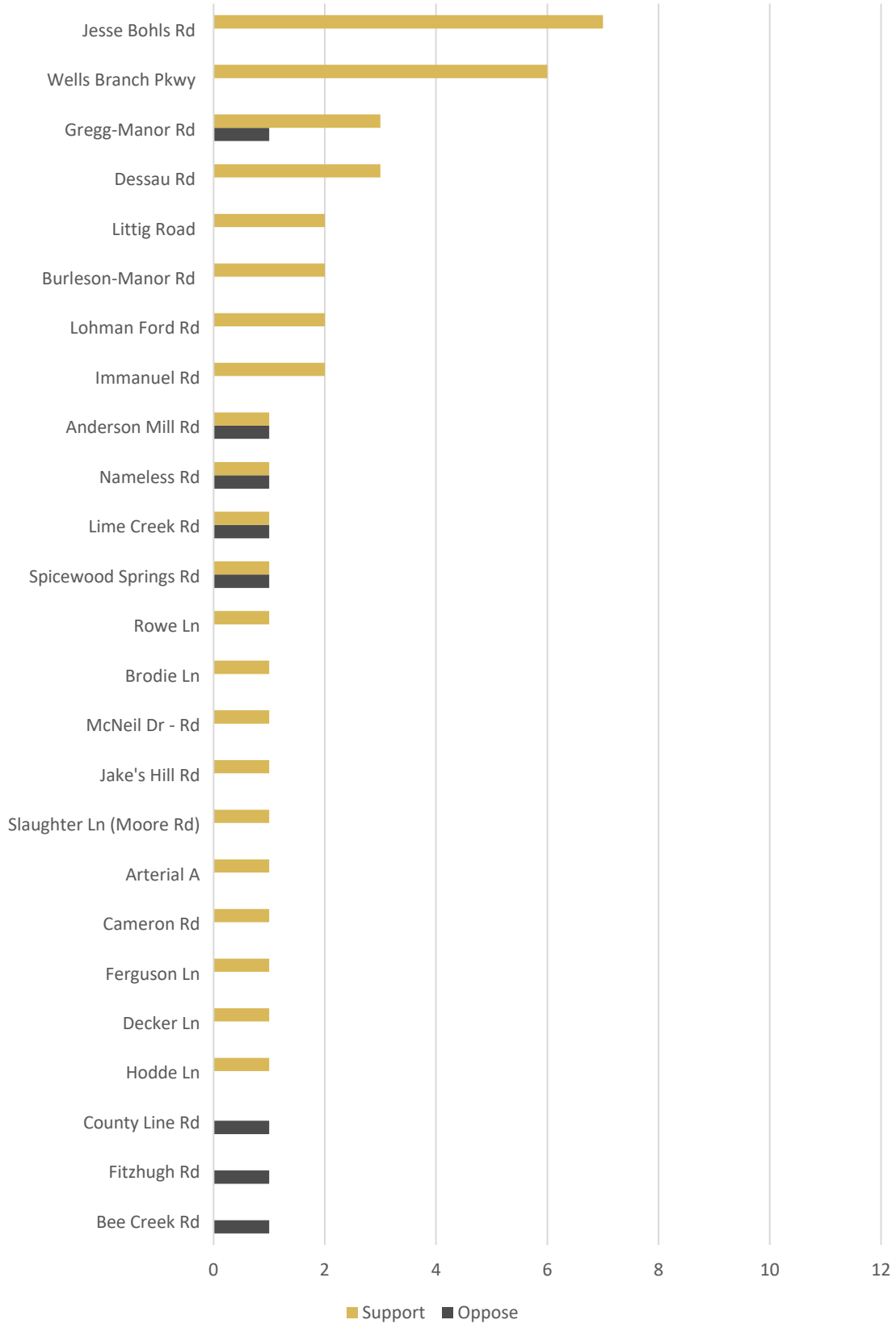
22 responses



County Roads

Do you support or oppose this project?

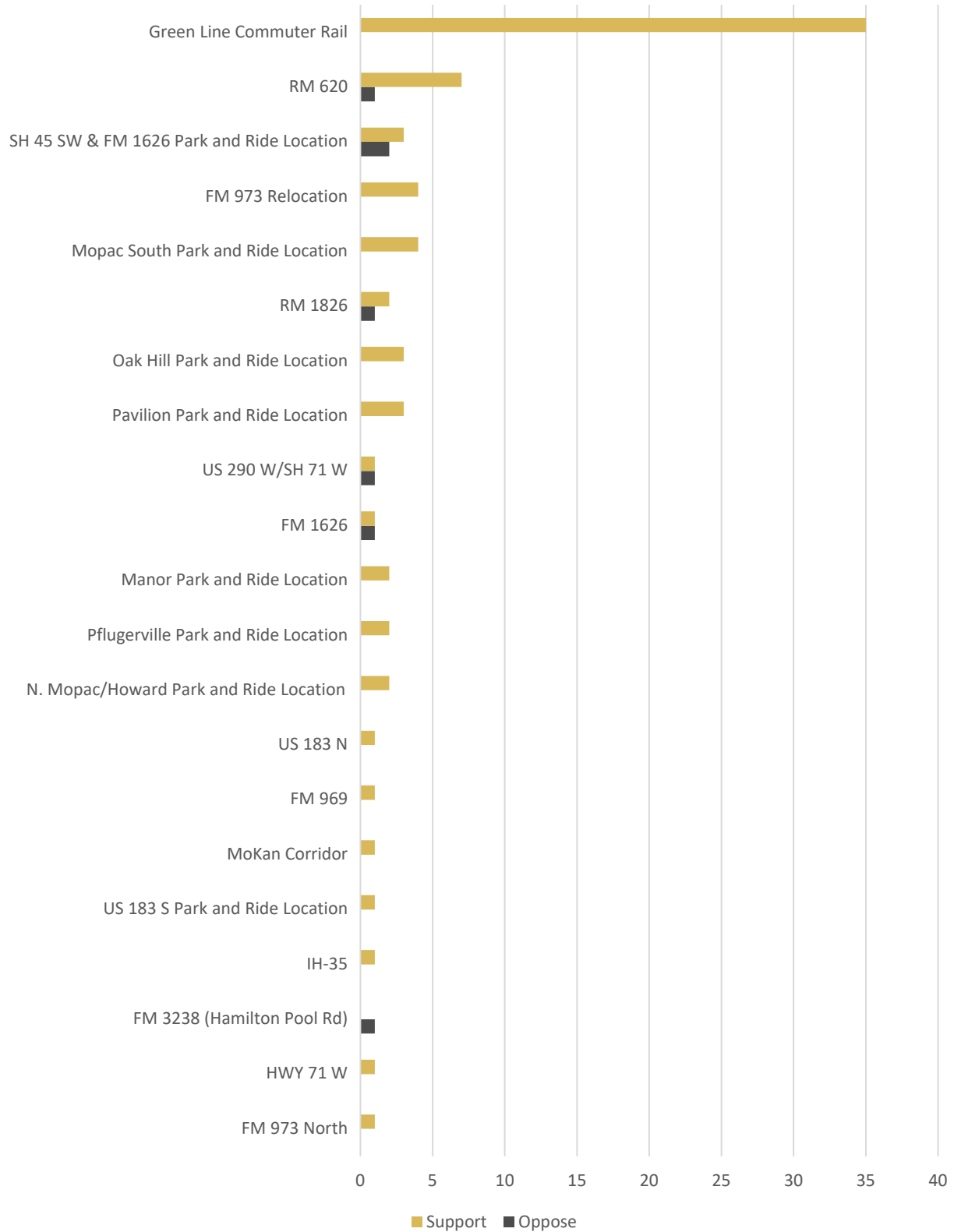
49 responses



Partnership Projects

Do you support or oppose this project?

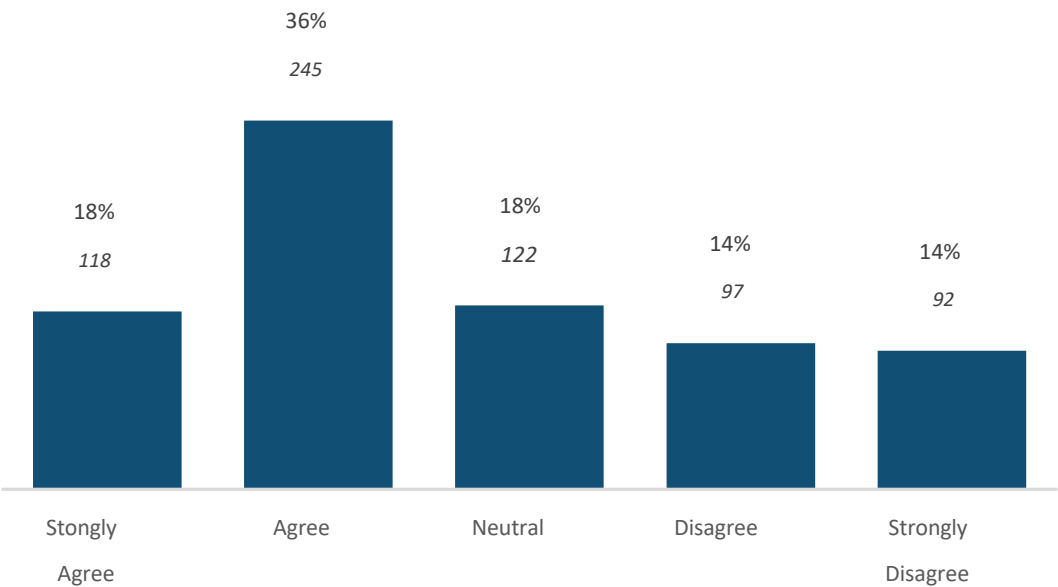
83 responses



SHORT QUESTIONNAIRE

Does this draft Transportation Blueprint reflect your transportation needs and priorities?

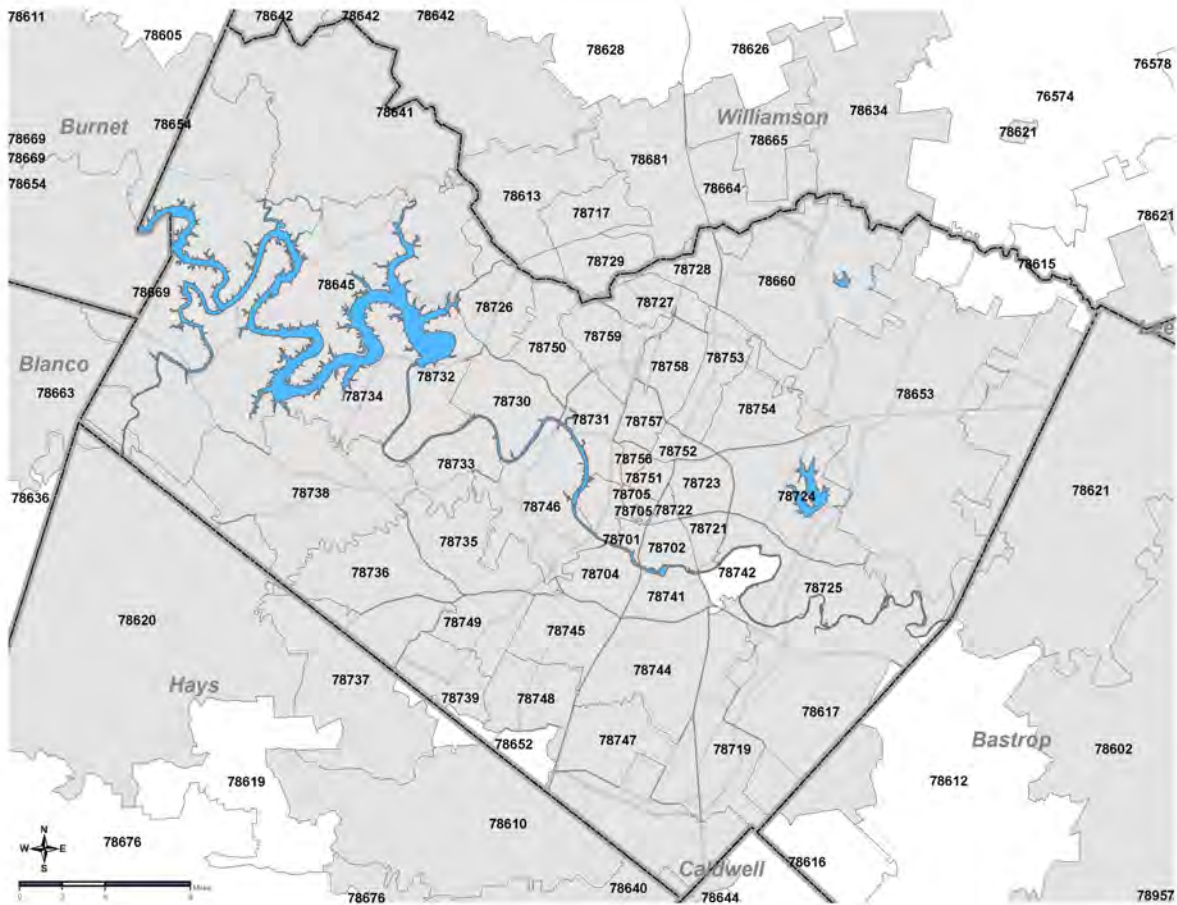
674 responses



In what zip code do you work or attend school in?

Zip Code	Count	Zip Code	Count	Zip Code	Count	Zip Code	Count
78767	2	78753	7	78751	4	78734	19
78733	2	78705	8	78681	4	78754	20
78665	2	78745	8	78756	4	78746	20
78736	2	78660	8	78641	5	78617	20
78728	2	78669	9	78757	5	78758	23
78719	2	78730	9	78747	5	78738	23
78725	2	78645	10	78613	6	78759	24
78726	2	78653	11	78729	6	78704	26
78663	2	78750	12	78731	6	78732	56
78724	3	78741	13	78748	6	78701	98
78727	3	78702	13	78752	6		
78703	4	78712	13	78723	7		
78749	4	78735	14	78744	17		

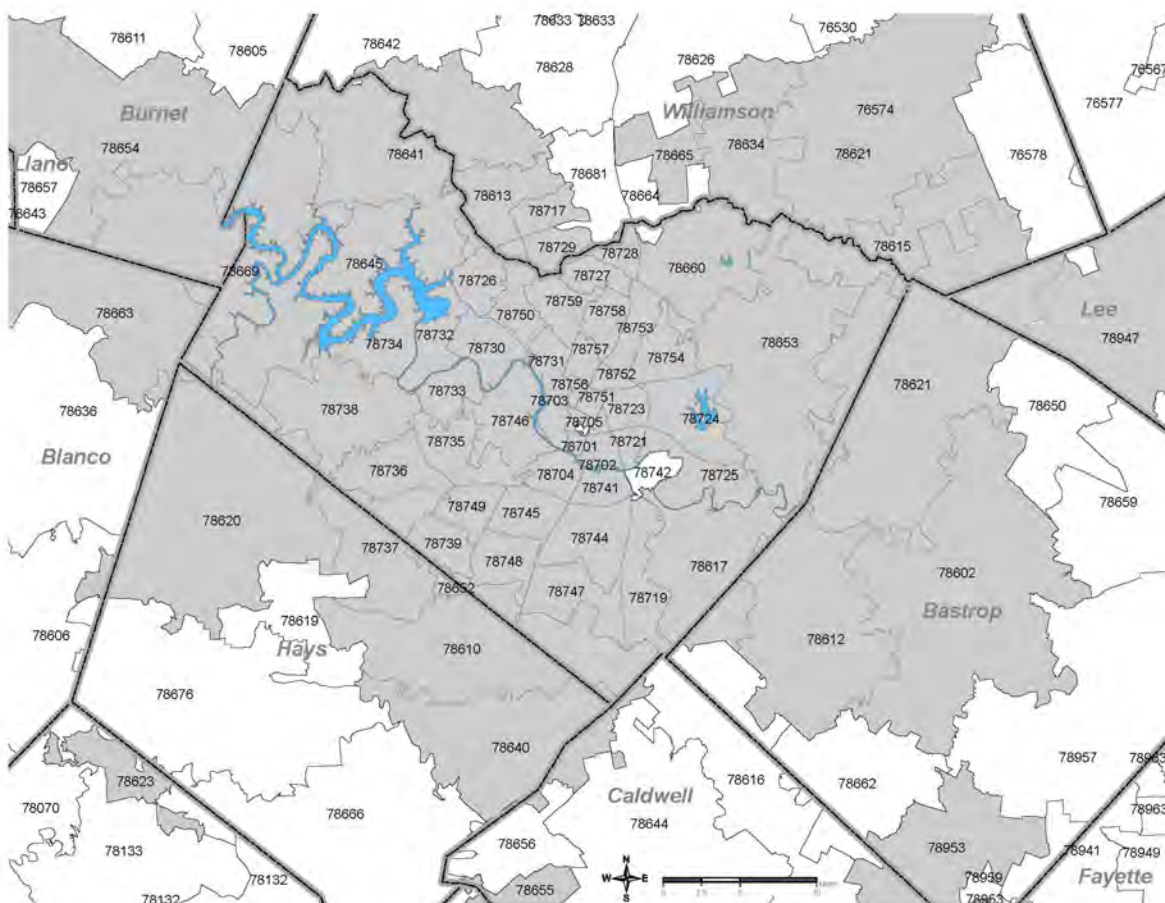
Zip codes with one response: 78721, 787314, 78722, 78602, 77871, 78218, 79732, 78610, 78634, 78620, 78640, 78713, 78717, 78654, 78621, 78682, 78646, 78740, 78642, 78711, 78737, 78664, 78739



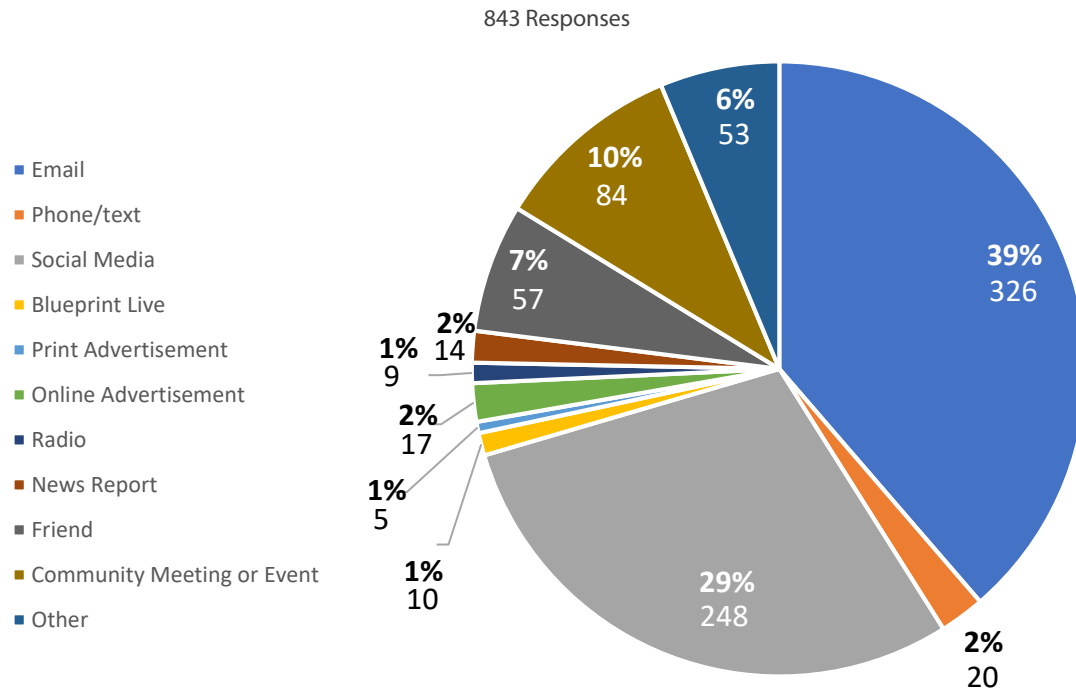
In what zip code do you live?

Zip Code	Count	Zip Code	Count	Zip Code	Count	Zip Code	Count
78610	2	78721	4	78757	6	78745	15
78602	2	78723	4	78735	7	78702	15
78665	2	78733	4	78727	7	78744	15
76574	2	78663	4	78722	7	78641	16
78634	2	78613	4	78728	7	78617	21
78729	2	78652	4	78759	7	78653	22
78701	2	78724	5	78741	8	78645	23
78615	2	78640	5	78620	8	78669	25
78726	3	78753	5	78736	8	78734	29
78654	3	78750	5	78621	8	78754	29
78730	3	78731	5	78748	8	78738	30
78612	3	78751	5	78703	9	78660	33
78756	3	78739	6	78746	10	78725	39
78752	3	78737	6	78749	10	78732	121
78747	4	78758	6	78704	13		

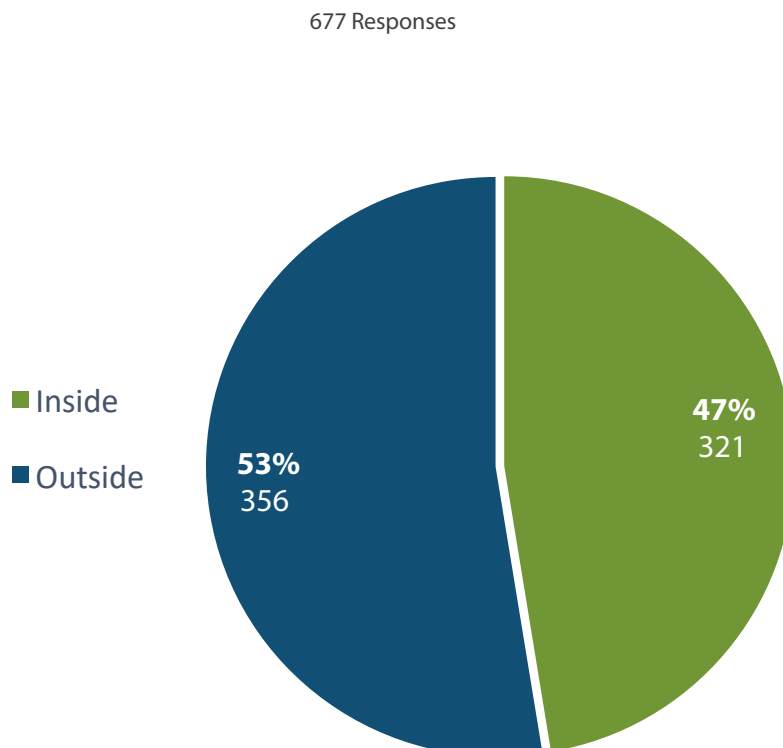
Zip codes with one response: 78363, 78560, 78623, 78655, 78691, 78705, 78717, 78719, 78740, 78832, 78947, 78953, 79738, 79748



How did you hear about this public engagement opportunity?



Do you live inside or outside city limits?



BLUEPRINT LIVE

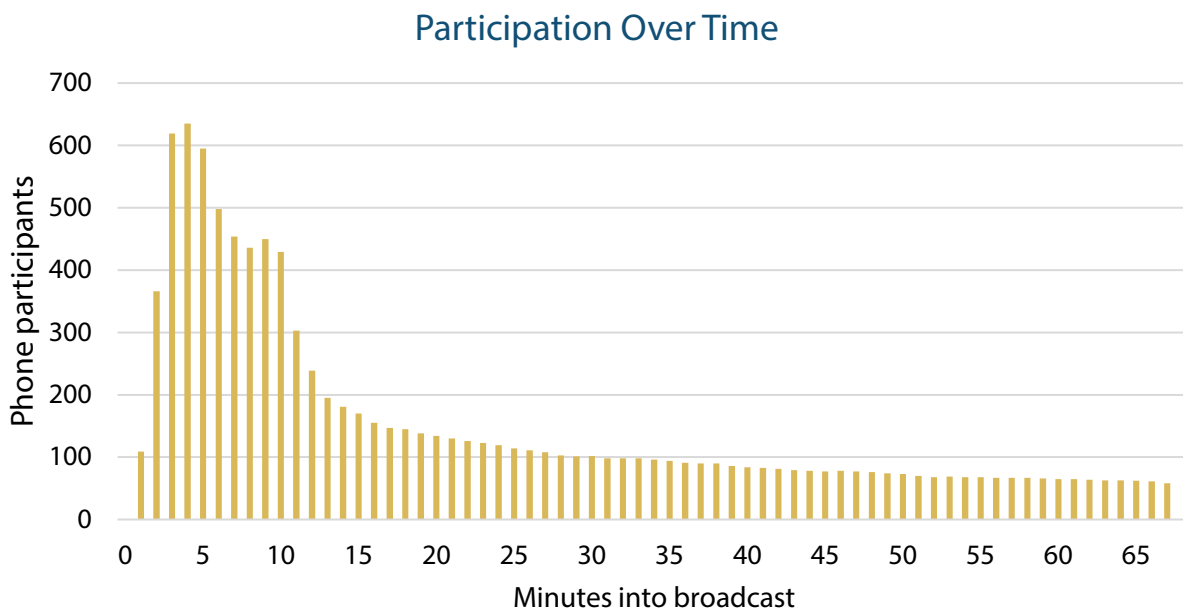
The broadcast began at 6:56 p.m. and lasted just over an hour. Some 2,700 participants joined by phone, with as many as 638 on at one time. While many stayed on the call for only a few minutes, nearly 100 stayed on for the duration of the broadcast. The entire broadcast is available on traviscountytv.org or the TravisCountyTX YouTube channel.

PHONE OUTREACH AND PARTICIPATION

PHONE OUTREACH	
Outbound calls to stakeholders	25,012
Phone participants	2,700
Answering Machines	9,664
Declined calls	3,190
Total Answered Calls	15,554
Live commenters	14
Non-Connects	4,180
Faxes	42
Busy	171
No-Answer	5,065

PARTICIPATION OVER TIME

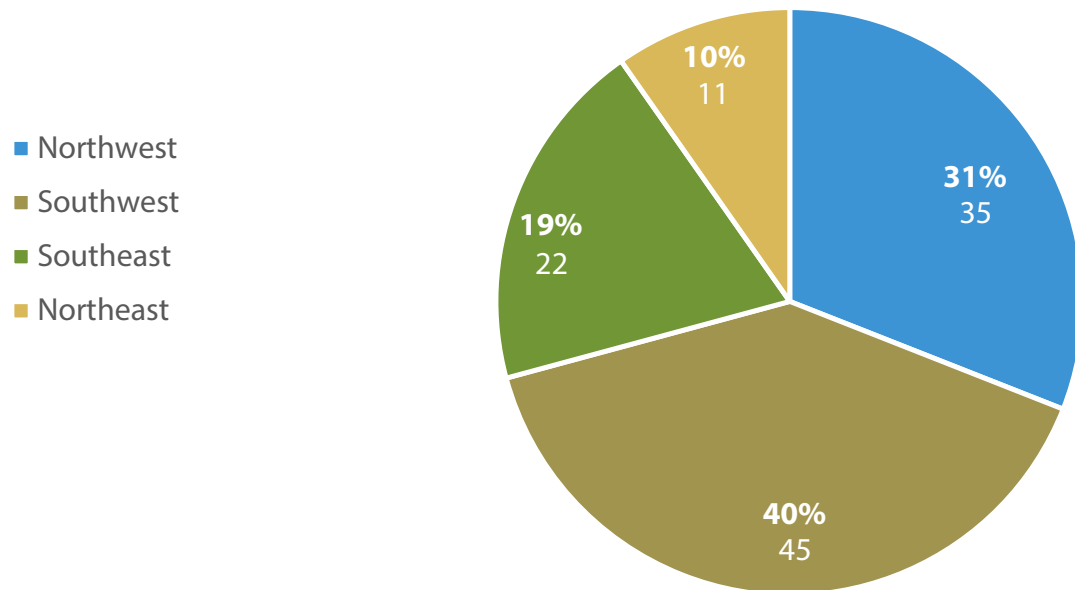
Phone participants were able to join and leave the conversation at their convenience. The graph below indicates the number of phone participants engaged at different points in time throughout the duration of program.



POLLING QUESTIONS

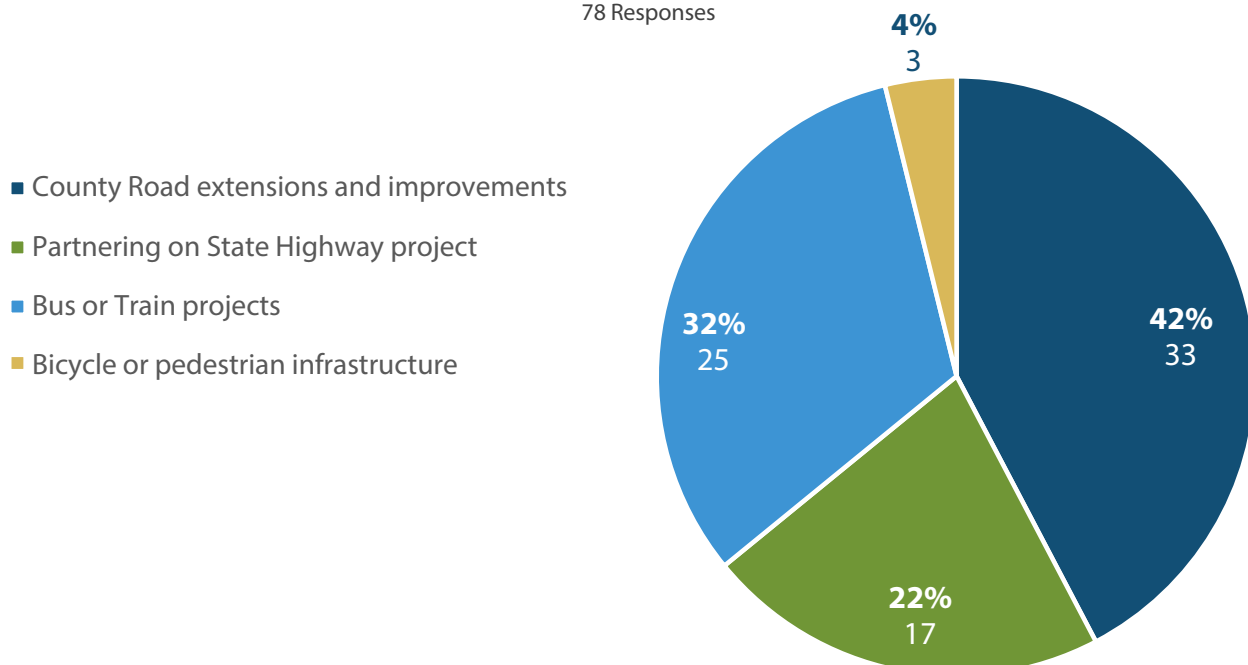
Where are you listening or watching us from?

113 Responses



What are you most interested in talking about tonight?

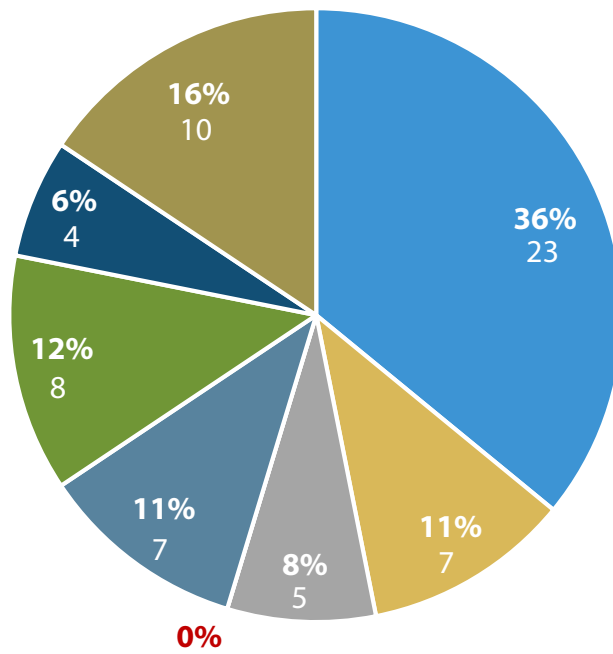
78 Responses



Which of these programs are you interested in discussing tonight?

64 Responses

- Congested Corridors
- High Collision Locations
- Active Transportation
- Bridge Rehabilitation and Replacement
- Low Water Crossing Improvement
- Innovative Technology
- Transit Development Plan
- Sidewalk Improvement and Pedestrian Safety



ON AIR

NAME	COMMENT
Daniel Rowland	Do they take into consideration the traffic problems before they build?
Clemetis Sneed	Why do they keep taking the existing highways and making them into tollways? Bicycle lanes are causing major problems. Makes more congestion for the cars.
Francis Parnelle	Why do we always have the same solutions? Why don't we try a monorail?
Myrna Cavender	Does the county have plans to work with all the city councils to build loop highways around the cities.
Fred White	We need to look at different areas in town, and look at the population increase in certain pockets. We'll have to deal with a continue flow of people coming into the Austin area. This needs to be taken into consideration when talking
Christopher Scherer	Would Travis County partner with Capital Metro to consider bus service on holidays, like the 4th of July, to Pacebend Park?
Glenda Nunley	Live in Chimney Hill town homes - traffic is very bad. Difficult to make the turn to get home. What will be done going out 290 East?
Stephanie Shugrue	I'm not in favor of us giving funds to another agency. We need to keep those funds in the county.
Michael Hickey	Almost every city in TX has a single loop without tolls. We have yet to complete a single loop. We deserve our first loop without tolls.
Linda Barr	Will they be widening Old San Antonio road to four lanes, and if yes, when?
Melia Odell	When will the Harold Green road extension be started?
Patricia Amaya	Do you have a personal perspective on the traffic in the county?
Alexa	Is there any plan to relieve the traffic congestion in Manor?
Stephanie	There are undeveloped roads that could act as arterials to bypass 620 and reduce traffic, but the county hasn't paved them. Is that an option?

OFF AIR

NAME	COMMENT
Patricia Murfin	Leaving her options open.
Delbert Haralson	Why my taxes are based on what someone else can afford to pay for my property?
Alexandra Vackimes	I'm in the Edinburgh Gardens subdivision. Our jurisdiction changed from the sheriff's office to the police department. There have been several robberies and we need a stronger police presence.
Marie Boatright	They want to re-do the first bridge off of 360. There's a park on the road and there's no parking enforcement.

OPEN ENDED COMMENTS

The County received 494 open ended comments. Most comments covered multiple topics, and several specific roads were mentioned frequently.

FREQUENTLY MENTIONED TOPICS

TOPIC	APPROX. # OF COMMENTS
Active Transportation	124
County Roads	123
Geographic Areas & Other Jurisdictions	97
Partnership Projects	88
Roads	73
Safety	71
Public Transit	65
RM 620	60
Congestion & Transportation Management	47
Rail	40
SH 71 West	35
Environment	30
Route F	24
Funding/Cost	23
Ferguson Lane	21
FM 969	18
Arterial A	12
Hamilton Pool Road Study	12

ACTIVE TRANSPORTATION

- Many commenters were in support of adding bike lanes and trails, but several commenters noted that bike lanes and sidewalks are not needed on all County road projects
- Many pointed out concern for cyclists' safety when traveling beside autos, especially on higher speed roads, and thought that there should be more protected bike lanes to allow safer travel
- Several commenters shared their opposition to adding bike lanes on the basis that it would not impact daily traffic congestion and would only be used for exercise, wasting funds that could be used for expanding road networks
- Some stated that it is too hot in summer to bike, and that public transit would be more practical for the climate and more likely to be used than bike lanes
- Expanding sidewalks, crosswalks, and pedestrian bridges were also noted as important for safety, particularly in school zones where children are at risk.
- Secure bike storage options were also mentioned as important to cyclists

COUNTY ROADS

- Route F received the highest number of comments within County Roads, with almost all opposed to Route F; some proposed an alternate evacuation route that connects Steiner Ranch to RM 2222, not RM 620
- Ferguson Lane comments indicated significant opposition to the Ferguson Lane extension. Several comments proposed an alternate route using Sprinkle Rd. to connect to Arterial A
- Arterial A comments showed strong support for Arterial A
- Other western Travis County road projects that received support or suggestions for improvement include: Lohman Ford, Hamilton Pool Rd., Vail Divide, Bob Wire Rd., Quinlan Park, Paseo de Vaca, Bee Caves/Cuenevaca/Barton Creek Blvd., Circle Dr., Old San Antonio Rd., Nameless Rd., Singleton Bend, O'Reilly Dr./Pyramid Dr./Foy Dr.
- Other western Travis County road projects that received more opposition than support include Old Spicewood Springs Rd., Bee Creek Rd. and Anderson Mill Rd.
- Other eastern Travis County road projects that received support or suggestions for improvement include: Harold Green, Burleson Manor, Blake Manor, Arterial B, Arterial C, Deaf Smith, Old Gregg Rd., Pearce Ln, Wolf Ln., Thome Valley, Harris Branch Pkwy., Sprinkle Rd./Sprinkle Cut-off, Bluff Springs/Old Lockhart/Maha Loop, Manchaca Rd., Brodie Ln.
- Other eastern Travis County road projects that receive more opposition than support include Littig Rd. Dunlap Rd., and Slaughter Ln.

GEOGRAPHIC AREAS AND OTHER JURISDICTIONS

- Many comments mentioned the need for improved traffic conditions in east and northeast Travis County, with several comments specifically addressing needs in the Austin's Colony/Hornsby Bend area, and concerns about traffic on US 290 E in Manor.
- Some comments noted concerns in southeast Travis County and the Del Valle area; some addressed traffic issues in western Travis County and the Four Points area; some indicated a need to improve traffic coming into Travis County from other counties
- Many comments expressed concerns about traffic conditions in Austin, with south Austin being mentioned frequently, as well as a few concerns northeast, northwest and southwest.
- Some comments noted that Travis County should spend its money in the city and suburban areas rather than spending it in the rural areas.

PARTNERSHIP PROJECTS

- RM 620 – most requested immediate partnership to expand the state road and implement grade-separated intersections. The 620/2222 intersection was mentioned as a serious problem by many

- SH 71 West, most supported immediate partnership to expand the road to a 6-lane divided road in order to make it safer and install more traffic signals/calming
- FM 969 – most comments requested the county partner with TxDOT to expand the road so there are a consistent number of lanes throughout the county and make it safer
- FM 3238/Hamilton Pool Road – most comments supported partnering with TxDOT on this section of roadway to add shoulders and turn lanes to increase safety on the road
- Green Line and other alternative forms of transportation on state projects – most comments supported partnering with TxDOT to ensure county residents have different options for how to travel throughout the county, including support for a commuter rail, more park and rides and active transportation infrastructure on state roadways

ROADS

- There was opposition voiced regarding public transit and active transportation, and that instead more roads should be built, and lanes should be added to existing roads
- Others expressed opposition to expanding roads, and that public transit options were a better choice for reducing congestion and lowering emissions
- Commenters noted that general road maintenance is needed to fix potholes and rough roads which can damage vehicles

SAFETY

- Many commenters noted that current traffic congestion causes unsafe conditions by limiting access for emergency vehicles
- There was concern expressed about limited evacuation routes in case of fire or emergencies in some areas
- Concern expressed that high travel speeds and blind corners lead to collisions
- Traffic signals needed for new subdivisions for turning onto high speed roads
- Some of the roads that were mentioned as unsafe are: FM 969, RM 620, RM 1431, FM 973, SH 71 W, RM 2222, Hamilton Pool Rd., Lohman Ford Rd, Sprinkle Cutoff/Sprinkle Rd/ Springdale Rd.

PUBLIC TRANSIT AND RAIL

- Public transit was another dominant comment area, with much more support expressed than opposition for increased options
- Where there was opposition it was based on the opinion that public transit would not be used, and available funds should be focused on improving roads

- Several commenters referred to other cities as models for public transit and multimodal options, noting that Travis County is falling behind in this area
- Support for Park-and-Ride lots was indicated
- There was support indicated for dedicated bus lanes to reduce travel times
- There was strong support for improved and expanded rail system
- Access to Leander, Lakeway, Manor, Elgin, and Austin-Bergstrom International Airport by rail is desired

CONGESTION AND TRANSPORTATION MANAGEMENT

- Traffic congestion was the second-most concern expressed by commenters
- Long commute times negatively impact quality of life, increase cost of travel, and raise vehicle emissions
- RR 620, RM 2222, US 290E, and IH 35 were noted as particularly prone to congestion and cause frustratingly long commutes
- Many commenters suggested transportation management techniques, such as improving traffic signal timing, building additional turn lanes, and making longer turn lanes to improve traffic flow

ENVIRONMENT

- The main environmental concern was about vehicle emissions contributing to climate change
- There was opposition to building or expanding new roads that will increase single occupancy vehicle travel, and providing adequate public transportation and active transportation options were noted as essential to reducing emissions
- Some commenters discussed preserving green spaces and considering runoff when constructing roads and parking lots
- Raised curbs may prevent turtles and other wildlife from safely crossing streets
- Some said that constructing new roads in environmentally sensitive areas, such as over aquifers and in endangered species habitat, should be avoided as much as possible

FUNDING

- Many voiced strong support for directing funds toward public transit and bicycle facilities, while others were in opposition, stating that cyclists should pay registration fees or funds should be directed toward roads
- Many commenters expressed concerns that their tax dollars were being spent in unincorporated parts of the county and not being directed to projects in cities

- A few commenters expressed opposition to toll roads
- Some stated concerns about higher taxes and the amount of funding being allocated to projects

LOW INCOME, ELDERLY, AND DISABLED

- Several commenters noted a need for better public transportation options for elderly and disabled individuals
- Commenters noted that toll roads disproportionately impact low-income travelers
- Several noted the need for more low-cost public transit options to accommodate low-income residents
- Others suggested urban sprawl causes low-income residents to move farther from jobs and increases commute time and cost

STUDIES ON RIVER/LAKE CROSSINGS AND HAMILTON POOL RD. AT THE PEDERNALES RIVER

- Several commenters expressed opposition to the Hamilton Pool Rd. study, noting that the problem could be solved by not allowing trucks to cross. Others supported the study, noting the safety problems that need to be resolved
- Some commenters expressed the desire for additional crossings of Lake Travis/Lake Austin/Colorado River, while others opposed the study as a waste of money

PUBLIC INPUT PROCESS

- Several commenters stated that the map survey was confusing and hard to navigate
- Some expressed appreciation for the opportunity to provide input on the *Blueprint*
- Some wanted more detailed information on specific projects

INNOVATIVE TECHNOLOGY

- Support was expressed for low speed and low impact mobility options such as scooters, pedicabs, and neighborhood electric vehicles
- Support was expressed for monorail and gondolas

FULL TEXT OF COMMENTS

Need to ensure that where bike lanes are present they do not suddenly disappear (Y in Oak Hill, Brodie Land before Capistrano Trl as examples).

Largely neglects the Slaughter Lane/ Brodie Lane corridor and does not provide any additional transit options for South Austin (ie subway, lightrail, dedicated bus lane etc)

A focus on east Travis county is necessary. Much of this area is lower income and many don't have easy access to the city since the bus doesn't come this way. Additionally, in Austin's Colony there are only 2 ways out of the neighborhood and with an apt complex near completion and the continued growth and home building occurring, access and road improvement and expansions are critical.

East Austin is in desperate need of updating from the airport all the way to Manor and Pflugerville. Please finish FM 969 Phase II ASAP.

The area of Austin Colony/Hornsby Bend is in desperate need of attention. The infrastructure as it is currently cannot accommodate the influx of residents moving in and the county is so far behind schedule that it will truly get much worse than it is now. I don't understand why the priority of the 969 corridor was for an area with ZERO pedestrian needs yet that's what construction has been focused on. We need expanded lanes in our area and more than 1 way to get in/out of the neighborhood. FIX YOUR PRIORITIES!

Fix FM969 by widening the road, or stop building houses until it's fixed.

hornsby bend here - while mobility on demand is good to have, i would like to have a connecting bus route to downtown - there's growing population here and i think it would be much appreciated.

The Hornsby Bend area is FAST-growing, and currently has only one route out of the neighborhood - an two-lane road which occasionally goes to a four-lane road and then merges back again, at one point merging three times within just a few miles. Bumper-to-bumper is almost in inadequate description of morning traffic. We have no medical facilities, no public transportation options, few sidewalks, and no protected bike lanes. In the event of an emergency, thousands of people would be trapped without remotely-adequate options to escape, with just the single, already stressed exit route. Emergency vehicles do not have adequate access in and out of neighborhood when the one road is inevitably clogged, and the nearest hospital is at least 10 miles away. It's practically a tinderbox. PLEEEAAAASE give us other options as soon as possible for exiting the area and getting to central Austin. Daily traffic is a nightmare - on a completely average weekday absent of car wrecks or other obstacles, it takes me 45-60 minutes to travel fewer than five miles - not much faster than it would take me to walk. If there were ever need for evacuation here, thousands of people would be trapped. Arterials B and C, Deaf Smith-Harold Green, and Bureson-Manor would all make an enormous difference in our daily lives and keep us safer in event of emergency, and a park and ride or bus route would be great resources for the thousands of mostly low-and middle-income residents of the area.

Please prioritize Harold Green extension and improvements in the ETJ East of 183. The growth here has absolutely choked the farm roads.

969 needs to be converted to a 4 lane road out past hornsby bend due to the major traffic issues in the morning and evening. due to the change from 2 to 4 lanes the traffic bottlenecks causing major issues.

The MLK/969 road has been a single lane for a decade while the per capita continues to increase significantly including an entire apartment complex. It has become a safety concern because of the drastic congestion and has now been dangerous for the average individual to travel on due to periodic merging. When previously appealing to Austin the need for continuous dual lane, the response to safety concern was noted as "aggressive drivers." However, the extreme congestion is no longer proportionate and putting citizens at serious risk. Please promote safety in the 969 travel zones.

Public transportation in these areas are strongly needed for those with disabilities who cannot drive.

Definitely and urgent need of road expansion in the Austin Colony area! The population is large enough to cause a hazardous exit incase of an emergency! Even the fire department has trouble getting out in the morning due to the lack of only having 1 lane to go out.

Significant road development needs to take place east of SH130 to catch up with the rest of the county west of SH130. The area east of SH130, north of SH71, west of the Travis/ Bastrop county line. and south of US290 is in desperate need of road development. More bridges that cross the Colorado River east of SH130 are crucial.

The east side is rapidly growing but traffic lanes remain limited in and out, forcing many to use 969. While there is some work to expand the number of lanes, alternative routes could help alleviate the congestion for this growing area.

East travis county is growing quickly and the projected infrastructure improvements (4 lanes) on 969 to Webberville are not enough.

Create more roads to lessen traffic congestion during rush hours. Don't just build up existing roads. Create a feeder road from 969 to 71 to alleviate traffic.

Need additional roads and exits to support the growth in the FM 969 78725 Austin's Colony area

I am opposed to improvements on Dunlap Road. I bought my house because I get to drive on a country road on my way home. In the three years I have lived here I have seen no bike or pedestrian traffic on Dunlap Road. I have seen turtles, and turtles will not be able to cross Dunlap Road if there is any curb created. If you do go ahead with this project, please do not create raised curbs.

FM969 needs to be extended to 2 lanes all the way from FM973 to Hunters bend rd. The unnecessary brief reductions to 1 lane are the reasons of very slow traffic during rush hour.

Please roundabouts at stop sign intersections. Especially three way intersections.

I would like to see a bus route coming down Brodie Lane all the way to 1626 and back to South Lamar and out north. We have no transportation and the traffic is awful. We have a lot of Senior citizens out this way and kids that need rides. Thank you for any help you can give us. It could even go over to Circle C and down by Seton Hospital to Oak Hill.

We need the metro train station to run 24/7 in Leander.

Travis and Williamson Counties are in need of at least 300 miles of trails (paved or crushed limestone), that are away from roads, with minimal road interface, interconnected, with a lot of shade and that can be used for both recreation and transportation. Polk and Dallas County Iowa offer this. I was so disappointed when I moved here, having heard that Austin is bike friendly. By the standards of the Greater Des Moines, Iowa, Travis County is 40 years or more behind. This plan is a step, but a very modest step.

I lived in Travis County, but moved to Williamson. The Brushy Creek Trail is nice, but only 6.7 miles and often crowded with walkers.

We need trains!

I hope the county will emphasize projects that get people moving under their own steam, on bicycles or walking. It's so important to quality of life.

Run Gondolas through the Greenbelts, much like Ski Lifts into the City. USE the AIR Space!!! Reach for the Skys!

Austin needs rail not more roads. I lived in Northern Virginia for 18 years and as roads were added, people lived further and further away from their workplace. This caused more traffic and longer commutes. Austin has a significant number of high tech jobs. These jobs can be performed at home, at least some days of the week.

Do not give in to building more roads. That is not the answer. Living close to where you work, and working from home is the solution.

Yes, not building roads could result in less population growth in Austin. Lower population growth is a good thing, not a bad thing.

Wasteful spending for bike lanes unless there is enough room for both bikes and vehicles. Priority should be on lanes for vehicles, and if there is enough right of way, then add bike lanes.

The roadways should be updated on the majority transportation system used, vehicles vs bike.

Blake-Manor Road from 973 Burleson-Manor needs to be completely rebuild with bike & pedestrian lanes to allow safe access to East Metro park w/o a car. I simply cannot understand why this is not in your plan!

Otherwise, thanks for the opportunity to comment on these plans. I just spent an hour looking and commenting on nearly all plans. I sure hope you are listening.

1) I don't know who is in charge of eastern Parmer Lane between Dessau Road and SH-130, but it *REALLY* needs some bike lanes and bridge work (for bikes/pedestrians/horses)

2) That Harris Branch Parkway work which includes bike lanes is a critical feeder for bicycle traffic to the Austin-Manor Trail which feeds into the Walnut Creek Trail System. There is plenty of right-of-way on Harris Branch. It's time to get that done! :)

Looks good. I also would like to see the 801 and 803 buses eventually changed to light rail, streetcar, or subway.

Increase elderly and handicapped access to transportation

Resources are being wasted in rural areas instead if being used in suburban/city areas where improvements are desperately needed.

620 is a NIGHTMARE!! Cities and municipalities continually approve development, while traffic gets more and more congested. It's compounded by the fact that there are only 4 connections to go east.... 71, 2244, 2222 and Anderson Mill. If there's a single incident the entire west side of Austin comes to a stand still. At a minimum you need to make the 2222 intersection improvements a priority. Opening up an alternate way out for Steiner Ranch (via 2222) is essential to ease the demand. Stop permitting any more construction until the 620 problem is eased/solved.

620 is so bad, I am now leaving the house at 6:30am just to get through the 2222 intersection in a reasonable amount of time for 8:00-9:00am appointments... otherwise it's a 40 min crawl to get through just one intersection. This is NOT good planning.... period.

Public transportation, car pooling, ride sharing, van shuttles.... the city needs to do more to promote, fund and support these initiatives. Reward companies to embrace these methods to ease traffic. Reward employees who make the effort to consolidate transport. Get more East/West services in place for west siders.

More or better options into the city. Hopefully this will disperse traffic. Currently, there is one route to and from my residence and work. There is already a lot of construction which causes even more congestion.

It is almost impossible to follow these maps online. The info shown on roads in Southwest Travis County is inconsistent with what I've seen publicly in the past/

Look at providing micro-transit hubs where the providers of electric scooters and electric bikes could pay to charge and users could transfer from a depleted ride to a charged ride for longer duration rides. Co-locate these at the outer reaches of the bike & pedestrian network with parking lots car trips are for the fringes and micro-transit is for the core.

It is my opinion that the County should be more heavily prioritizing projects within the city core to benefit a higher number of users. I do appreciate any funding for active transportation.

I strongly do NOT support replacing automobile lanes with any access for bicycles - I support ONLY NEW paths for bicycles and ONLY if not at the expense of automobiles. Bicycles are a hobby and in Travis County will never be more as in the Netherlands because of the weather.

Any new addition to the roads in Austin is greatly appreciated because right now there is not many options.

Travis County needs to better maintain the current roads. Too many pot holes and uneven roads in need of resurfacing in the Wells Branch area west of IH-35.

Southbound MoPac South of Lady Bird Lake is worst road congestion

Circle drive needs bike lane - too many slow moving bikes on small country road

Yes and no. The biggest problem we are facing is sprawl. This is made worse by 'improving' roads and inducing demand. What we really need to be doing is increasing density and providing good public transportation. That said, given that our leaders are forcing sprawl on us, it is critical that we build in better safety to support ACTIVE transportation. So, if we build a road, it needs to include pedestrian and cycling facilities, but lets consider NOT widening that road just so we can serve another exurban wasteland.

Fitzhugh Road should be 2 lane divided with protected bicycle lanes - then I would support it

In Lake Travis area, there is a need to have O'Reilly Dr, Pyramid Dr, Foy Dr paved & taken over by the county. This would decrease traffic on RR 620 by giving another roadway for people taking children to LT Elementary and Hudson Bend Middle School. It also would provide as exits from Apache Shores in case of an emergency.

1431 between Cedar Park and Marble Falls is a disaster. No divided lanes, no barriers, no turn lanes, no shoulders - all result in at least one rear-end or head-on accident each week. Fast growth is compounding this problem.

Cost of bike lanes not worth it because almost nobody in the suburbs uses them.

I feel we need to move people, not cars and to do road diets on many streets and expand only bike and ped areas on others vs six lanes. Science proves adding lanes only invites more traffic and congestion that slow our economy. We can be a leader for our state and for children.

What Travis County needs are better roads. Fix the potholes; they cause \$1000s in damage every year to residents. We don't need more bike lanes. Many of us live in hilly areas and cannot ride bikes. It's too hot in the summer and too cold in the winter. About 90% of the bike riders I see are doing it for exercise. That's what gyms are for, not city streets. Most of the bike lanes are empty 99% of day. They are a complete waste of money. FIX THE POTHOLEs.

While the Lohman Ford projects are important to us in Lago Vista, we are also vitally interested in improvements to RM1431 as well as possible bridges across Lake Travis to give us an alternate route to the North Austin area, particularly in the case of emergency.

FIX THE POTHOLE.

Nothing in the email led to a simple presentation or outline of what is in the blueprint. It's incomprehensible. I live downtown and every day see absurd traffic backups on Lamar and on MoPac. Nothing in the info I saw says clearly that the ridiculous traffic situation in and near downtown is to be addressed. I see reference to congestion, but in a context that could mean all the effort happens on county roads nowhere near downtown.

We desperately need a stop light at Paseo de Vaca at Lohman, a T intersection...You CAN'T get out onto Lohman without acting like a Indie Drag Car Racer holding your breath and praying you won't get T Boned. 1. 90 Degree Blind curve on the left side of Paseo de Vaca...and 2. Very Short Elevated Steep Hill on the Right side of Paseo de Vaca.. 3. You have Only 5- 7 Seconds after a car appears going 45 from the left or right to get across 2 lanes on Lohmans heavily traveled traffic and trucks....SOMEONE IS GOING TO BE KILLED THERE.....I have told this to our Mayor Tidwell also..We have 8000 people here and major home building going on!

I did not see any plans for red light or automatic speed cameras, these should be considered/evaluated to reduce speeding and avoid need for additional police.

There are a couple of things on the project map that could be helpful, but the BIG thing that really needs attention is 1431. At a minimum we need to make 1431 a divided highway from Lohmans Ford Road to 183A. Preferably 1431 should be a divided highway from Tessera Parkway to I-35. This will be a major, expensive project to undertake today, but it will be even more expensive to attempt in 10 years.

I live in the Hornsby Bend area off 969 and what we need there are more lanes to ease the congestion that builds up in the area during morning and afternoon rush hours. People coming out of Austin Colony block the box for everyone and no one moves when the light turns green.

Cost associated with this Plan is going to force many of us residents in the unincorporated area move into another county. Why not fix and maintain our current roads. Stop taxing long time residents, tax the new projects.

While I appreciate you reaching out to get feedback, the way this survey is laid out makes it very difficult to provide input. Perhaps it is user-error, but I was unable to get a list of projects in any area other than the county roads, to be able to provide support for or priorities of anything specifically.

Need safer roads that can handle more capacity on Western Travis County

Focus of new capacity in Travis County needs to be multimodal, supportive of transit, including managed express lanes on major highways coupled with park and rides. New arterials should be designed to be multimodal.

Because of all the additional traffic 1431 from Cedar Park to Marble Falls needs to be widened to include a center turning lane is a must!

Not smart and won't be effective.

1431 is a joke and leads to many people dying. The road needs to be a divided highway with designated left turn lanes.

These questions are way too general. There are too many components to say one supports it or doesn't support it. Other than supporting or opposing specific road projects in the "County Roads" portion, it is difficult to see what exactly is being proposed or to comment on specifics. I am not a fan of these types of feedback surveys that are general and unfocused. Better to just lay out what the plan is and let people support or oppose each part individually.

I support the bike/ped projects, but am generally not in favor of expanding roads so much, given that we need people to drive less due to climate change.

Yes. More monies should be concentrated toward reconstructing low water crossings and narrow, dangerous bridges on rural, unincorporated areas of Travis County not designated in your road plan, rather than helping out "funded" developer projects; more monies should be concentrated into present-day needs of repairing road drainage issues and potholes, roads not designated in your road plan, as well as painting correct road markings (instead of a double yellow painted line down the middle of a long thoroughfare on rural, unincorporated roadways. Monies targeted for lining Travis County with sidewalks and walkways and numerous spoke paths is just wasteful and could be used to fix ignored, unsafe roadways. Few Travis County residents use them; they require costly maintenance and attention, even after construction: they are now rarely mowed, littered with trash, and provide a constant dumping site for old sofas and mattresses and washing machines that sit for months on the roadsides! Building more of these will not solve transportation needs; only add to the chaotic system that already exists. More monies could be used for public transportation depots in extreme northeast Travis County and other remote areas. Not all residents of Travis County live in city limits.

Love the rail option to the domain!

There is still not a comprehensive highway plan. There continue to be piecemeal plans that are not the answer to a longterm functioning system and are too heavily influenced by special interests.

Note, your map is incorrect on Westbank Drive. The description talks about Mopac / Loop 1 and there is no direct connection from Westbank to Mopac.

There should NEVER be an option for an elevated highway over Lake Austin on Mopac. 1) It is not where the major traffic issue actually exists, but rather moves a traffic issue to a worse position on the grid. 2) It is directly over the aquapor in our green city. 3) Most cities in the US are taking down their elevated highways for so many good reasons. Why in the world should Austin build a new project with an elevated highway?

I can't really say since there are no priorities listed--like if you have \$100M, how much will be spent on each of the areas? It was not clear to me. I would prefer that more money be spent on active transportation, and safety improvements, over new roadway capacity. That is why I support separated bicycle facilities, off street trails, and partnership with CapMetro and other agencies. I also support things like separated medians, as some low-traffic roads are very dangerous for drivers and cyclists alike. We need to prioritize #1 Safety for all transportation users and #2 Active transportation. Our planet is ON FIRE and we need to encourage modes other than single-occupancy vehicles.

Amazing! If the entire active transportation network shown were built, it would transform Travis county in an incredibly good way.

We need bus stops along McKinney falls parkway as well as William Cannon east of pleasant valley and WM intersection. There's has been SIGNIFICANT construction and WM Cannon is months away from connecting to 183. All neighborhoods in this locations such as Easton Park pay a pretty penny in property taxes for the city of Austin and Travis county and their resources (public transportation) remain neglected. I've even emailed the district 2 city council member and she not her team responded back to me in regards to the future of public transit here. This is the closest developing location to downtown Austin and the airport, yet this grocery store desert and public transit Sahara remain untouched

City really needs to figure out a workable public transit system. Traffic is horrendous and no doubt exacerbated by the sheer number of people driving uber/lyft on top of regular traffic.

I oppose the Park & Rides offering free parking to store vehicles. There should be a cost associated, because it's not free to construct, and we have to consider the runoff when we pave the land.

The 1-35 plan looks like a disaster. 35 should be capped and turned into a boulevard on the surface. Adding lanes will only make it worse, and will discourage people from taking the toll road around Austin.

The plans to upgrade Lohman's in the North Shore area is greatly needed, so I'm glad to see that in the plan. It appears that 1431 is not part of the county plan, and that road is becoming more dangerous all the time. Please encourage the proper road agency to add left turn lanes to the entire road between Cedar Park and Lago Vista; and increase it from a 2-lane to a 4-lane road between Lago Vista and Marble Falls.

SH71 West from Southwest Parkway to the County line needs expansion to meet the needs of the growing community, schools, and commercial traffic it is experiencing.

Coordinate with the Austin Strategic Mobility Plan on connecting County corridors with City right of way. Consider additional lanes for Transit-Dedicated paths, and push for surrounding jurisdictions to allow for Capital Metro services to extend to their community. Capital Metro's Project Connect will be a very important project to help alleviate vehicle congestion in our region. Active Transportation will not be an important aspect of relieving congestion. Focus on transit and vehicle priorities.

I didn't see any specific information regarding the addition of 1) a park and ride station for north east Pflugerville OR 2) access to a non- toll road freeway from north east Pflugerville to south Austin/ Airport

Highway 71 west of Hill Country Galleria to the Pedernales River bridge is my biggest concern.

Concerned about transportation for the elderly

While I don't travel the roads in eastern Travis County all that much, the times I have it's been very apparent there are many roads there in legit need of repair, upgrade. On the flip side, I've seen roads in western Travis County repaired, widened, re-repaired multiple times - totally unnecessary, let's put some attention on the roads that really need it.

Adding the Reimers-Peacock connection from 71 to Hamilton Pool road is critical to the expansion in West Travis county. A connection, that does not require from 71 to 12 will help alleviate hwy 71 traffic from the growing areas of spicewood to the growing area of Dripping springs is critical.

The bottleneck of my commute to and from work is getting out of downtown to Mopac South. At times it could take up to 30 minutes or more from 700 Lavaca to the on ramp for Mopac South.

FM 973 south, specifically between Hwy 71 and FM 969 has become extremely difficult and dangerous. While i see plans for relief, currently especially during the school year entering or exiting the subdivisions (2 new phases completed and 3 underway) has become extremely dangerous. Is there a possibility of coordinating new traffic lights to allow safe entry/exit of these subdivisions?

SH71 West needs to be upgraded to a Major Arterial Divided 6 (MAD-6) road configuration in order to achieve long term road safety in the area. This should be, at minimum, from Southwest Parkway to the Pedernales River.

As part of this upgraded classification, signalled intersections should be reviewed to support traffic flow to LOS-C or above at all times. These projects cannot wait until 2050 to be achieved and should be a priority for Travis County to assist TxDOT and CAMPO with implementing.

I strongly believe that every time we/you mix bicycles and vehicles on the same roadway, BY DESIGN, it is a mistake. Further, when the speed limits on some of these roadways are 55-60 mph, we/you are not designing for safety. Rather, we/you are designing for fatality. When 2 ton and 3 ton vehicles meet 200 pound objects very bad things happen. When tonnage travelling 50 or 40 or 30 or even 20 mile per hour faster than a bicycle meet, very bad things happen. I cannot fathom that we would design, plan or even comprehend this into our/your future, ANYWHERE.

The bus approaching the bicycle on the main page is a picture of disaster about to happen. And it did in this city. Yet we press on mixing bicycles and vehicles within mere feet of one another and call this progress. Please go back to the drawing board. Find money, build proper lanes on ONE SIDE of the road for bike travel mixed with walking travel. Or come up with another solution, but get the bicycles OUT OF HARM'S WAY.

Bicycles don't need to be riding on an already dangerous road. Ridiculous!

I like that there is a lot of attention to more dedicated bike routes. I don't understand why there is not more attention to public transportation.

The population of western Travis County is growing faster than infrastructure has been able to keep up. Let's get ahead of the coming new development in Spicewood that will add another 3,300+ homes.

SH71 West needs to be upgraded to a Major Arterial Divided 6 (MAD-6) road configuration in order to achieve long term road safety in the area. This should be, at minimum, from Southwest Parkway to the Pedernales River.

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More roads.....

Can get a much needed traffic lane within footprint of any bike/sidewalk lane

Too much emphasis placed on pedestrian and bikes

We have a mobility issue, not bike issue

I live in a new subdivision at McKinney Falls Parkway and William Cannon. The traffic on both William Cannon headed to I-35 and McKinney Falls Parkway headed to Burleson is very congested. Then much to all of Easton Park's dismay, the city is now building a large affordable housing apartment village out here with 100's of apartments, where there is currently NO public transportation and the roadways are already much too busy.

any bike pathways should be separate from auto traffic when ever possible.

This is the first time I hear of your Transportation Blueprint. I received a telephone voicemail:(

Expanding the capacity of the major highways, like IH35, 183, and MoPac, is my biggest priority. I drive a lot for my job, and the supply of roadways keeping up with demand for them is important to my livelihood.

The more bikes that are made means fewer lanes for vehicles creating more traffic jams. This should be addressed first then the bikes later after traffic jams.

SH71 West needs to be upgraded to a Major Arterial Divided 6 (MAD-6) road configuration in order to achieve long term road safety in the area. This should be, at minimum, from Southwest Parkway to the Pedernales River.

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add Taylor as part of this project

To me, the key factors in improved traffic flow are longer light cycles (to minimize starts and stops) and long turn lanes (to get cars off the through lanes of traffic) and/or larger radius corners (to increase the speed that a car can get through the corner and out of the through lanes of traffic) to minimize the slowing effect on through traffic... I didn't see that kind of detail in the transportation plan...

SH71 West needs to be upgraded to a Major Arterial Divided 6 (MAD-6) road configuration in order to achieve long term road safety in the area. This should be, at minimum, from Southwest Parkway to the Pedernales River.

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Not enough arterials N-S and E-W meaning clogged roads will remain the norm and people will be forced to rely on toll roads. The same toll roads which were not future proofed when they were initially built. And the same tolls that represent a "too poor to live in the city" tax.

The train to Manor IS ESSENTIAL!!

The focus of Travis County's transportation improvement efforts should be on transit and active transportation. Building or expanding roads will induce the demand for people to drive, while building or expanding transit and bicycle facilities will induce demand for people to take transit and ride bikes. Park and ride for transit is also a good idea. Ultimately these approaches will reduce congestion, while building roads will only increase congestion, pollution, and greenhouse gas emissions for our area.

Please add more alternatives for 290 east through Manor or help extend the toll road.

Focus vehicle/roadway improvements in Eastern Travis County, (South of Pflugerville, into Manor, into FM 969). Roads can not support number of vehicles in the area as they enter/leave SH 130. (and with 130 expanding, even more vehicles will need to utilize these other arteries to get to their destination).

A group of people at the court ride our bikes to and from work. In the past we have asked for a better secure location at the CJC court house for bike storage.

Old Gregg Road is in need of widening and both bridges require repairing.

This transportation blueprint is a great way to interact with the public...but I don't see one of my major traffic problem being address here:

THE LONG LINES THAT FORM AT THE LIGHT IN MANOR, TX. on HWY 290

The 290 toll road was originally planned to go through Manor and end at 973. That plan was scrapped due to a minority law suit...and those that use 290 to get to Austin and back through Manor have paid the price since...in long wait times through lights. There are some 8000 homes planned for the Elgin area. How are all these people going to get to Austin?

The speed limit on IH 35; Mopac 1626 east of Brodie needs to be lowered.

I am against recreational bicycling getting more funding than any other form of recreation.

Bike lanes or other personal transportation lane need to be in areas where people actual commute to school, work etc.

Areas where bike lanes are used for recreation and entertainment should be put at the both of the list.

This is developed with little input from long time Travis County residents

Bikes and mass transit is NOT the final answer.

More roads, wider allowing for mass transit, better timing for traffic signals is a big solution.

People don't want to give up their cars/trucks.

This is more of a west coast solution

It looks like the county is putting in bike lanes and sidewalks where no one will use other than the guys in multicolor uniforms for many, many years.

The Metro Rail needs to run 24/7 to and from Leander. Also CART

More rail please. To Lakeway area

way, Way, WAY too much emphasis on bicycle and walking areas. We need to focus on Cars, and specifically improvement (i.e... expansion,) of roadways.

Way too much emphasis on bikes. This seems to spend way too much time focusing on bike routes instead of what obviously we need.....better roads.

The vocal minority that opposes road work under the guise that building roads will harm the environment, a false stance that has over and over been shown to be false with appropriate design, must no longer be the tail that wags the dog.

The section from Sylvester Ford to Point Venture is by far the most important section requiring improvement. The roadway is deteriorated, there are no shoulders, and in most places the slightest error in driving will cause a motorist to crash in to a tree, boulder, another car, or in one area go off a cliff and land in Lake Travis. In addition, it is riddled with potholes throughout.

Both of the projects on Lohman Ford Road- (together, extending from 1431 all the way to Point Venture) are needed very much to increase driving safety in cars and trucks, and due to the very deteriorated condition of the roadway and lack of shoulders and dividers between the oncoming lanes of traffic.

All of the above is more and more important each day as the population served by Lohman Ford road is increasing rapidly.

The bike lanes and sidewalks are NOT needed at all along Lohman Ford, especially when compared to the need improved, safer roadway for motorists on that road.

290 West towards Austin in Manor and 290 East towards Houston in Manor. The traffic here is very bad especially during the school year. My neighborhood has over 800 homes in it and is still growing. There are new neighborhoods popping up around the same size and there have been no plans to widen the roads, add new lights or create yield lanes where there are stop signs. 973 and Suncrest get backed up really badly in the morning as people try to stay off 290. I could go on and on about the problems the 290 traffic causes.

You have limited transportation dollars available. Use them to build (or help build) regionally-significant projects that will enhance mobility and economic opportunity. Look to your north and south and see what Williamson and Hays Counties are doing - and do the same. Do not build bike and pedestrian quality of life projects at the expense of regional mobility. Do not fund TxDOT, Cap Metro or CTRMA projects at the expense of taking care of the County's responsibility for mobility in your own jurisdiction (but DO help fund those projects if they further that goal - such as RM 620).

The section from Sylvester Ford to Point Venture is the most important section that needs improvement. The roadway is deteriorated; there are no shoulders no dividers, and the Lohman Ford road is far too narrow. For most of the road there is no room for even minor driving errors without risking crashing into a tree, boulder or going over the cliff. This is a serious road hazard. There are move big delivery trucks coming and going into Point Venture which leaves very little room for other motorists. Trying to avoid the potholes is also a driving danger along this road.

The population has been growing steadily in Point Venture and the need for road improvement, and making the road safer for motorists is top priority. Bike lanes and sidewalks are, in my opinion, lowest on the priority list when it comes to road improvement from 1431 onto Lohman Ford Drive and all the way to Point Venture.

I am extremely puzzled and that I live close to town; there are a lot more people and yet there aren't adequate sidewalks in the neighborhood of Tarrytown. I can't believe we're looking at huge sidewalks way out in the country first. Many people including children have been hit by cars and one person was actually killed. the bike lanes are extremely narrow but yet we don't want to widen the streets as it will only bring more traffic I. But perhaps those streets that have no sidewalks could even be closed off to those that regularly cut through our neighborhoods from downtown going to their homes. There are two schools -middle school and an Elementary school. In which several streets surrounding the schools have no sidewalks and people drive through here at 3040 miles an hour trying to get home we're trying to get to work from wherever they come from most likely Westlake

As an avid cyclist who commutes to work by bike and a concerned parent, I'm strongly in favor of the active transportation improvements, especially in the Bee Caves Rd/Cuernavaca/Barton Creek Blvd corridor.

I would really like to see a bike and pedestrian trail to Bee Caves. I would use that if it were safe.

I would not like to see a new bridge across the Pedernales on Hamilton Pool Rd. The present bridge is part of the charm of the Hill Country. I'm a regular user of that bridge and when it is flooded, there are multiple ways around it.

I can't wait for Austin Colony in East AUSTIN to have daily transportation to downtown Austin.

Would like to see fewer on- and off-ramps to/from I-35 downtown, and ideally make it subterranean. I support shared use within the city, utilizing lower speeds for cars and trucks rather than protected areas for pedestrians and bicycles, especially given the growth of electric scooters, which should not be forced to share with either pedestrians/bicycles or motor vehicles at 35mph.

I would really like to see a bike and pedestrian trail to Bee Caves. I would use that if it were safe.

I would not like to see a new bridge across the Pedernales on Hamilton Pool Rd. The present bridge is part of the charm of the Hill Country. I'm a regular user of that bridge and when it is flooded, there are multiple ways around it.

Widen FM 973 to include 6 lanes with median and traffic signal lights.

I do not feel safe living in Travis county because of the state of the roads I must drive. This includes the very dangerous Hwy 71 with its interchanges with Bee Creek Rd, Pedernales Summit Rd., Hamilton Pool Rd., and Bee Creek Parkway. We need alternate routes and safer routes. We need crossovers at some of these routes. I do not see any of them mentioned here. It looks like the county is more concerned with us being able to bike on roads than actually GET someplace like work in cars.

Would like to take public transportation however with kids the Metro route to and from Manor is limited. We absolutely NEED a north connection from Forest Bluff to Decker Lake RD in the new construction area.

Good to see the need for improvements identified in Northeast/East Pflugerville related to bike lanes, etc...

Too much proposed for east Travis and not much north and west...

Grand Avenue needs to connect between Bratton Lane and Crissom in order to avoid school congestion and accommodate hundreds of new housing units in the area. This is only 500 feet of road that would make a huge impact connecting I-35 to Burnet Rd (eventually Mopac).

Also, very frustrating the the frontage road along I-45 (Louis Henna) does not connect at the McNeil/Mopac intersection. Again, this is only 500 feet of road that would be a huge benefit for connecting this corridor.

Please plan a light rail system that serves the airport and UT. Trains to Elgin don't make a lot of sense (at least not yet).

The train system downtown should go past 4th street and provide access closer to the capitol and county buildings. A stop on 8th or 9th street near Lavaca would be great.

The amount of roadway widening proposed in this plan is crazy. Travis County can't possibly find the funding for it, and it only promotes more driving to areas away from the core. If part of the transportation plan is to hurt the environment and increase VMT, you've nailed it.

Higher priority should be given to transit and bike and sidewalk facilities. The County should build the fewest number of road projects that is feasible.

Manchaca Road from FM 1626 to Ravenscroft need to consider expanding to a 5 lane road.

There are too many major roads that are unsafe for travel. Adding bike paths on these roads will not support sufficient offloading of car transportation and will make these roads even more unsafe rather than safer. It is a poor concept to put bike paths on major roads in the county. The geography also works against these plans being safe.

Reduce single occupant vehicles, build more multi modal roads, invest in better signals and intersections at bottlenecks. DO NOT BUILD MORE ROADS WE CAN'T AFFORD TO MAINTAIN THEM.

SH71 West needs to be upgraded to a Major Arterial Divided 6 (MAD-6) road configuration in order to achieve long term road safety in the area. This should be, at minimum, from Southwest Parkway to the Pedernales River.

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Where/ who decided these options? I live near two options and no one near me ever suggested these projects. Is this a crazy wish list or a result of some real priori!

While this is helpful for those who work in Travis County, a good many of your employees live in Williamson and Hays County and this doesn't help those that live that far out.

It is ridiculous that a city just shy of 1 million residents doesn't have a railway system that runs between major cities. Everyone is being pushed out of Austin into surrounding areas, like Kyle, San Marcos, Buda, etc. But because we are forgotten as residents, and we are tired of making a 1.5 hour trek (one way) to Austin, we are all starting to explore other areas, like Colorado, California, etc. Why pay similar housing costs here if the infrastructure is worse? Telling us to park and ride doesn't work. Many of us have families and children in daycare, which is why we moved outside of the city. You can't raise a family in Austin comfortably unless you are wealthy. And you can't park and ride when you need your vehicle to pick up a child in an emergency. Austin is no longer family-friendly, which is sad, since that is why we moved here to start a family in 2013. These transportation options and blueprint surveys only help those who live in Austin, not those who commute from other cities, which in a few years, will probably be a very large portion of your workforce.

improve transit in the riverside-oltorf area. Public transport, bike lanes, repair roads, expand and maintain existing roads.

I did not see projects that will help traffic congestion unless bike lanes are included. Propose roads improvements without bike lanes.

Interested in better routes from Del Valle to North Austin

There is zero reason to widen Bee Creek Road. There is very little traffic on that road and it is beautiful and winding through some sensitive areas and creek crossings.

There is good reason to make the Vail Divide connection and it is sorely needed.

I've lived off William Cannon for 19 years, and with the development of Easton Park and several other developments in this area, it is causing back-ups to Pleasant Valley/William Cannon corridor. The lights off of McKinney Falls/Blue Bluff/Dee Gabriel Collins take very long, and there is major traffic build-up. Especially along Dee Gabriel Collins, this road is too narrow for the amount of traffic that goes through here, and there's more development coming to the area.

Development is being squeezed into every inch of green space, though does not mesh well with the current infrastructure. There needs to be more turn lanes, better timing on the lights, and more lanes to accommodate all the extra cars.

PLEASE ONLY BUILD ADDITIONAL "NON TOLL" ROADS REGARDING THE 183 NORTH PROJECT FROM MOPAC /183 NORTH TO 620.

Make more right turn lanes at intersections to allow traffic to flow where right turn lanes can be made safely.

Please keep in mind that as the city of Austin continues to populate, residents will continue to overflow to outside cities (Manor, Elgin, Bastrop, etc.); I speak this from personal experience as I am now residing in Elgin. Unfortunately, as the population continues to grow so too will the issues with transportation. At the current time, I am still able to justify working for the county (my office is located at Congress/Oltorf); however, if the population continues to grow/the traffic issues continue to worsen -- myself and many of the other county employees who have looked for residence in the outer cities will likely no longer be able to justify the commute. Thus, I plead with you to concentrate on solutions to continue to keep the commutes with outside cities manageable (from my own experience: HWY 290 passing through Manor can be treacherous). I appreciate all you guys' do and your consideration!

Easy on the bike lines

Need a bus lane on IH 35 now!

I would love to see the day 360 becomes a full fledged highway. It would only improve the miserable traffic situation.

It would be great having transportation from other counties into Travis.

The SLOW progress of 969 construction and the bizarre starting of adding sidewalks and a turn lane BEFORE adding the lanes to the two lane portion of 969 first.

Hornsby bend really needs some more roads out here.

Replacing Vehicle lanes with bike lanes or dedicated transit lanes should not be allowed. If these types of facilities are desired, they should NEVER be installed at the expense of another mode of transportation as the City of Austin routinely does.

Bicyclists should have to pay for registration if tax dollars are used for bike lane projects. There are also not enough of people riding bicycles to warrant the cost. There should be smart stop lights that do not change from green to red unless there is a vehicle needing to go the opposite direction. I do not agree with toll roads in any way, the tax dollars pay for the roads and wages to build the road and should be public usage at no additional cost to the taxpayer. The late fees for toll roads are outrageous and act basically as loan sharks that charge extremely high interest rates for late payment of toll fees. I would like to know who the engineer is that designed the toll lane on Loop 1 to exit into the fast lane of the freeway causing more traffic to be backed up than ever before. With all the money that the tax payers paid for that their should have been an overpass or tunnel that exits from the toll lane into the slow lane of the freeway.

I'm in a MUD that really should just be annexed. We're adjacent to CoA and the TC boundaries (may actually span the county lines). This interferes with optimal provision of services, whether utility or transportation.

Less tolls! Find another way to pay for needed roads other than making residents pay for them - again. Tolls are poorly managed and there would be a far greater impact on relieving traffic if new roads were not tolled because more than just a fraction of the residents it is supposed to serve would use them. Do you really want Austin to be known as the "City of Tolls"? The residents should not have to pay for the fact that forty years ago the Austin City Council decided not to improve roadways for obvious future growth. I grew up here and am appalled at how my home town is making me want to move away forever because the only new and much needed highways or improvements built or proposed will be tolled.

Insufficient public transport options East into downtown area from cities like Bastrop and Elgin. Also significant traffic coming out of Elgin and Bastrop into downtown area from 71W and 290W

We could use a Park and Ride on CR969 and 130 Toll to downtown State Capital building area. So many people in our neighborhood work downtown

Austin and all have said the same thing. Del Valle is 21 miles to the closest Park and Ride you all did on Blueprint and Manor Texas is 23 miles from

Austin Colony as well. Downtown Austin to the Capital building is only 14 miles from Austin Colony. Why would we drive to Manor or Del Valle when

we can just take our car to work downtown Austin. Please a Park & Ride on 969 and 130 Toll.

Unfortunately this project are seem to me favoring more the athletic bicyclist and does not give aid to elders or young children needing other forms of transportation.

The area in east Pflugerville is growing quickly. It would be fabulous to see RAIL connect Pflugerville to downtown Austin or have any other direct mass transit. 130 is no longer an optional road and should not be a toll road. Biking from east Pflugerville to downtown Austin is not feasible and the cost of living is too high to live close enough to bike.

I disagree with more concreted paths in greenbelt areas because I think it would further contribute to flooding with less land to absorb water

I certainly support efforts to work with Capital Metro and TxDOT to the extent that we can leverage funds to maximize benefit of alternative transportation solutions. It is difficult to say whether I support this or not because there are a lot of projects listed that may only make it easier and more attractive to perpetuate the sprawl and transportation decisions that the region is fighting to solve. But there are other projects like the freewheel bicycle network that are very attractive and I imagine a future where they would also be very useful beyond simple recreation (particularly with the assistance of e-bikes). As a whole, I can't say I support this because funding in the region always tends to end up in favor of road projects, which in this case as in most cases, are likely to worsen our issues and create a larger gap between regions around the globe that are working to be part of the solution and regions like ours that lack political will and leadership to stand against the cultural inertia that has created the current mess.

Old Spicewood Springs Road, absolutely does NOT need to be widened to accommodate bicycles, it's a scenic route for cars, not bicycles.

There should be more public transportation options available for employees working on the Eastside of IH-35 and driving in from South/East Hays County.

The orgy of road expansions in the Blueprint reflects a dangerous and outdated mindset that represents the very worst of infrastructural practices. Road expansions induce demand for driving and do not ease congestion, increase the number and severity of crashes, induce sprawl, damage the character of charming country roads, damage the environment, and waste vast sums of money. Much of the rest of the world has stopped this destructive practice and Travis County also needs to. It would be better if you did nothing than widen all these roads.

Travis County could instead do so much good, firstly by just not expanding roads (and even putting some on a road diet), but then by encouraging more development within existing city boundaries near existing development and building out a quality pedestrian, bicycling, and public transportation network that could make Texas a national leader in mobility.

At this time of rising street fatalities, climate change, and auto-induced social isolation please don't saddle future generations with irreversible harm. Change course and do the right thing.

Get it done on budget and on time.

The materials look wonderful, but don't convey enough detail to really understand the scope of each project.

RAISE TAXES...all we hear is how there are too many projects and NOT ENOUGH MONEY. As land values in Austin began to climb due to huge infusions of money from people moving into the area, in some places to exorbitant levels, the middle class was pushed out of Austin and into neighboring areas. The lack of oversight, imagination, and greed by the city and the county to contain land values and provide housing for all socioeconomic levels, has caused a mobility crisis. As an example, in the Brentwood/Crestview neighborhood, developers have been allowed to construct two story homes, two to a lot, in a boxy architecture that looks nothing like the other houses in the neighborhood. It's not that long ago that this area was affordable for the middle class, both upper and lower. A teacher's assistant told me she bought her house in 2003 and her property taxes are NOW \$10,000 per year. That is almost the net amount she makes each year. In the end, she'll be forced to move to an outlying area. City and county government have the power to contain rampant development that benefits the few at the expense of the many.

I'm all for doing SOMETHING to move masses of people from point A to point B cheaply and efficiently. If the city and county don't, Austin will end up looking like Los Angeles. What was once a beautiful city is now smog choked as people sit in their cars, one to a vehicle, for hours trying to get from point A to point B. Have some guts and imagination to make Austin the innovator in mass transit that it can become.

Personal note: I take the train from the Howard station to Crestview and then walk the rest of the way to work.

I'd like to weigh in on the study for Hamilton Pool Road at the Pedernales River. For residents on the west side of the crossing, the large trucks that ignore the warning signs and end up overturned or stuck blocking the road are of a greater concern than the occasional flooding. Better signage on the western side (this will require cooperation from Hays County) together with a place the trucks can turn around will alleviate the problem. I know quite a few neighbors on the western side of the river who would be willing to contribute funds and/or property for a turn around. My zip code below is for my permanent residence, but I split my time with property on Hamilton Pool Road west of the Pedernales crossing.

I absolutely hate bicycles don't use sidewalks!!!!

Cap Metro is not sustainable. Bikes on the road are dangerous. Scooters should be banned.

develop MoKan Corridor as commuter rail. Could be part of regional rail to San Antonio and Georgetown eventually. Develop East-West Transit corridor to Bastrop, eventually Smithville Through Webberville. Extend Green Line as far as possible -- To Elgin and eventually McDade and Giddings. Support All rural bike/active transportation options.

This is a bit of a difficult survey to take, because it's not clear whether your feedback has been registered once you weigh in on a project on the map. Generally, the "transportation" plan puts way too much emphasis on new and expanded roadways. Austin residents contribute the bulk of the County's budget, and they deserve some investment by the County on transportation projects within the City limits, as well. The best investment listed in the entire plan would be the Green line. All of the planned roadway expansions over the recharge and contributing zones of the Edwards Aquifer should be deleted. This is not an area where we should be promoting growth by expanding access to environmentally sensitive lands.

The planned expansions of S Mopac, RR620, US290 and SH 71 should also be deleted. We cannot improve mobility by expanding highways. The express lanes on N Mopac added 30,000 trips per day. It's induced demand. Please don't continue 80s-style transportation planning.

We need more and better mass transit options and less car traffic. We need an actual full loop - inner and outer. Everything else is lipstick on a pig

It is vital to me, personally (as I live on Springdale Road and my house faces this street) that Arterial A is passed and built. I fear for my life when I try to leave my driveway and people are speeding down my road. I have challenges getting my mail (as the box has to be right on the street for the postman). I have had so many people speed past my house as I am near the end of Springdale just before Sansom and then 290... they get impatient and drive MUCH faster than 30 mph. Someone killed a cat in the road right in front of me (causing a trauma) and then someone else almost hit me when I tried to get to the cat (which I had to bury). It was horrifying. I have notified the sheriff's department to do something about the speeding (these people do not live in my neighborhood but are just trying to get to 290 or to Parmer/Dessau) and I was told they would do nothing and that it wasn't a problem (NOT TRUE). They cannot park a car near my house because there is nowhere for them to park safely (says something about my safety doesn't it?????)

PLEASE build Arterial A to alleviate this problem on my street.

Please complete Arterial A!! No more through traffic on Springdale!!

I don't drive out there much

620 and 71 still need attention. Very excited about HPR improvements!

Need better support for easing traffic on 620 in Lakeway; do NOT appreciate the lack of concern we've endured.

With improvements to 2222/620 with the new bypass connector and improvements on 620 and 2222 from Steiner to VHS (which is great, I'm excited about that project), this will only lead to an even greater back up at 620 and Anderson Mill. That intersection will soon easily be the worst in the greater Austin area, and nothing has even been planned for it yet. Start by creating double left turns from 620 onto Anderson Mill in both directions and forcing people to use the lights to turn into the HEB shopping center (that HEB vastly reduces the efficiency of traffic flow through that intersection.) Shoulders on 620 between that HEB and 183 would also help the flow by allowing people to use it to decelerate to turn. In other words, an extra 10-12 feet of roadway and blocking the unprotected turn into HEB would really help there. Ideally 620 should be a full freeway extending from the 45 toll through Lakeway and Bee Cave, but I completely understand that would be incredibly expensive.

I am pleased to see bicycle routes included. Is there plan for expansion of the bus system out to unincorporated areas of Austin?

The Active Transportation projects listed are a great start, and they could be expanded to include: A sidewalk/path all the way along Bee Creek Road. And for the portion of Hamilton Pool Road showing a sidewalk from 71 to 12, I think we should set a goal of being off-road and separated as much as feasible. Bee Creek Road as a 4-lane divided highway seems impractical with the topography and number of existing residential home sites.

The portion of Hamilton Pool Road west of RR 12 is in a conservation area with many publicly and privately protected ranches. Before the county invests in a new crossing for Hammetts Crossing, or even invests in a study for that crossing, I encourage the following safety measures that could actually make the crossing improvement unnecessary: Well before the crossing on both sides of the river, provide a new and very prominent sign letting all trucks, buses and trailers know that it is NOT passable. Also at that point, provide a turn-around. Contact Google maps and any other mapping source to make sure that that road is indicated as passenger vehicle ONLY. It is true that there have been problems with trucks overturning, and we have not done all we can do to provide the necessary signage and internet information so that trucks do not attempt the crossing. Thank you.

Please please please set up a park and ride out in Lakeway/Bee Cave! It would take hundreds of cars off the road. Look at Houston's suburbs. You park your car in a lot and hop on a bus to get to work. We NEED this!! Badly! Help!

The Route 71 to Route 12 section of Hamilton Pool Road should be prioritized over the section from Route 12 to the Pedernales River due to amount of traffic and additional development that will create safety concerns.

Bob Wire at highway 71 needs a traffic light. Also improvements to Bob Wire Road and also a way to connect 71 and Hamilton Pool Road at Reimers - Peacock road. Thanks!

Hamilton Pool Road needs to be expanded now since there are more developments in progress. I don't believe sidewalks along Hamilton Pool Rd are necessary at all. You can cut that out and save costs...No one in their right mind will walk on sidewalks along HPR. We cringe when we see bikers on the road, it's too dangerous and they impede traffic. I still think it's dangerous to ride on the shoulders if we have one all the way down but shouldn't impede traffic then. I live off Longhorn Skyway and am always checking my rear view mirror for cars behind me when turn left into our neighborhood. A middle turn lane would be so much safer!

Hamilton Pool is very much in need of widening, it's very dangerous. And Vail Divide needs to be extended since the new middle school is opening, there will be a huge increase in traffic.

The article I read which referred me here:

<https://communityimpact.com/austin/lake-travis-westlake/transportation/2019/06/10/citizens-can-take-survey-on-5-major-road-projects-in-lake-travis-westlake-area-under-consideration-for-funding-from-travis-county/?fbclid=IwAR1gh9s5GqtXjPlawTuvsa5kMSjBnau6yOg8zl49dmcU-kMyYNLcqdyZRJw>

listed improvements on Hamilton pool road from Hwy 71 to RR12, however that is not shown on your map/survey. Only Hamilton pool road west of RR12 is shown. Is this an error? The section between 71 and RR12, with much higher traffic, should be the priority.

I oppose changing Bee Creek rd to a 4 lane road.

Please ensure traffic timing is considered when improving roadways. Red light/green light timing can greatly affect the traffic flow and optimum green time for major roadways needs to be put into place.

Southwest and Southeast are both areas of Travis County with a lot of improvement need, both for congestion and safety. A partnership with Hays County should be developed to address serious safety issues on 290 from Dripping Springs to Oak Hill. It is treacherous.

The jewel of Travis County, Hamilton Pool, is threatened with all the development along Hamilton pool road. You must protect and preserve this area. Proposed roads only encourages this destruction. Please use the money for roads in other areas needing it more. To quote the Smithsonian magazine, Hamilton Pool "demands reverence".

There needs to be more improvements in the SW, but not public transit. Residence in SW Austin are not going to use public transit.

Hamilton Pool Road has become seriously dangerous in the past 4-5 years. The road is full of curves that block a driver's view in many places. Too many people speed down this road and tailgate. Many people try to PASS...even with the double yellow lines! The new fire station will be completed soon. There is no room to pull over for a fire truck with sirens on. I have no idea what I'm supposed to do when a fire truck approaches as there is no where to go to get out of their way.

There are several new subdivisions being built, which has the potential to add over 3000 more car traveling HPR daily. Provence alone will have 700 homes to start, but they want to build 1500 homes there. HPR can not handle the traffic it currently has, much less the traffic from Provence and the other new developments. If a road is added from Vail Dr, the traffic will increase even more, including traffic from Dripping Springs. As someone who drives HPR numerous times a day and who resides along HPR, please make this road a priority! It is no longer safe to drive this two lane road at ANY time of the day. I don't know a single person who hasn't had many close calls, or an accident, on HPR. Neighbors are terrified to have their teenagers learn to drive. The sound of sirens sends everyone in a panic to determine if it is yet another accident.

The county needs to immediately improve the safety of the Hammett's crossing bridge with new and very prominent signs letting all trucks and trailers know that it is NOT passable. Also when they add new better signs, provide a turn-around so that trucks and trailers have an option. The county could also contact Google maps and any other mapping sources to make sure that that road is indicated as passenger vehicle ONLY. It is true that there have been problems with trucks overturning "so far the county has not done all they do to provide the necessary signage and internet information so that trucks do not attempt the crossing.

Pflugerville needs light rail solution into Austin North South and East West to La Frontera, Domain and Arboretum areas of town. Buses are too unreliable and get in the way of traffic on already congested roads. More asphalt is not a good solution to use more land and encourage people to drive. Older people will need more public transportation options.

You need to add mass transit. It is ridiculous that this City does not have it. Our neighbors up north made an investment for their city to be able to help all of this problem in Austin. You waited and oops we have a horrible problem with our infrastructure.

Worry more about East / West traffic. The majority of upgrades appear to be North/South oriented.

Also, worry more about auto traffic and less about bicycle / foot. Those can come later. Auto traffic is a nightmare now and should be the higher priority

620 through Lakeway & Bee Cave needs to be a divided highway. The open middle lane is dangerous.

The traffic on RM 620 between 2222 and 183 is hazardous. It has gone so much worse over the years and the infrastructure needs on this stretch of RM 620 needs to be addressed urgently.

Public transportation (timeliness) and active transportation improvements

Traffic is bad everywhere

The bike map was very jumbled and hard to navigate and understand

All the bike related projects are nice but solve none of the traffic problems we have and will likely still have based on the way this plan is going. It does not reflect the priorities of the citizens.

Please consider an off road hike and bike trail on the eastern end of Hamilton Pool Rd...

We need more connectivity to our fabulous HPR parks!

The Community Impact article articulates the HPR project from 12 to the River in the text, but the map is showing HPR from 12 to 71, so it's confusing. Also, the article speaks of the original TxDOT project to add shoulders to HPR from 71 to 12 as a thing of the past. It's important that the project to add shoulders continues as planned.

The blue print for Travis county roads appear to force people on the toll roads. I do not want my current alternative routes to commute from Elgin into South Austin eliminated for bike lines and complicated additional lanes on rural roads.

Should prioritize moving people into dense areas via public transportation.

Putting a divided highway along Railroad Road in the heart of Pflugerville would be devastating to the community. Please avoid this at all costs.

Meets some needs in western Travis County. Traffic is already congested and will rapidly exceed all safe limits for the current infrastructure.

Added notes: we live in 78734; I work in 78734; spouse works in 78704.

There is a lot of developments going up along Cameron/Dessau from Braker Ln. to 183. People use this road as an alternative to I-35. Nothing is being done to enhance this area. Gasoline stores are popping up along this road. This area has become very dangerous to drive on. This area also has many school children/school buses/pick up points for students. I see nothing in this blueprint to alleviate congestion and make this area safer. We are over-taxed by all entities, but receive none of the benefits. Let's take care of the people in the city before tackling projects outside the city limits.

Take care of the traffic inside the city. Look at Cameron/Dessau from Braker Lane to 183. The lanes are too small. Too many cars use this road as an alternative to I-35. There is too much congestion. We have many schools and school children. Nothing is ever done on our side of town!

#1 Vail Divide

#2 Bob Wire

#3 Hamilton Pool

#4 Bee Creek

#5 Fitzhugh

It's time to build another bridge over the river.

Additional public transportation options out of south Austin. I miss all the options I had in Round Rock. I would like the train route to be expanded

I have looked at the connections that I would use or that would effect me driving. Anderson Mill Rd does not need a 6 lane road. 4 lanes okay.

With every new road extension, you include a 6' bike path and a 5' sidewalk. Some of those roads should not have bike lanes. I don't understand why you think bike lanes have to be built on every access or new road? It's ridiculous and definitely not necessary. In fact that's why I'm doing this survey. This is a wish list not a necessary list. Eliminate bike lanes, sidewalks are not necessary unless they are in or around a neighborhood. You should be able to save a ton of money by eliminating some of those things.

My priority is coming up with a way to avoid outlying areas from being trapped due to low water crossings.

There needs to be an on ramp to southbound 35 between Howard and Parmer. The Parmer light is continually backed up because there is no on ramp.

There needs to be a u-turn on the bridge at Breaker to go from southbound to northbound. There are several large employers in the area that all get off of work at the same time and cause huge delays in the area.

WHERE IS THE BRIDGE SOUTHBOUND 35 TO NORTHBOUND 183??? For those of us that live ANYWHERE between 71 and Parmer WE HAVE NO OPTION OTHER THAN 35. GETTING AROUND AUSTIN IS A JOKE. Adding buses is not the way to go. You can not expect people who make over \$100,000+/ year to ride the bus. It can add HOURS to a commute. Austin is full of wealthy people that DO NOT use public transit.

Please do not widen Old Spicewood Springs Rd from 360 north through that sensitive environment. Undue construction there would have a huge detrimental impact and only increase traffic.

I wish there were less emphasis on expanding highways and putting in bike lanes, and more emphasis on projects like light rail. But I understand you're not working with a ton of funding.

I DO NOT agree that every country road and every road expansion needs to include 6 Ft bike lanes and 5 ft sidewalks. this plan shows these on every road project as well as MILES of bike and pedestrian lanes in outlying parts of the county.

Don't leave pedestrian and bicycle improvements along major arterials only to TxDOT - leverage these large projects to improve the accessibility of our city through non-vehicular means.

I live less than 1/2 mile from Mansfield Dam Park yet I cannot safely walk from my home to the park, even if I could afford the outrageous entry fee for a 30 minute swim. That is ridiculous.

confusing too much information crammed in - unable to digest, overwhelming when first viewed. citizens have already paid taxed for road funding. no on tolls

all road improvements that facilitate entering or leaving the Hornsby Bend area are welcome and needed. There is only one main road in/out of the area. With more housing being built in this area, there will be only more traffic added to an already congested transportation system.

I didn't see any work being done on Highway 71 towards Dripping Springs where we have had so many accidents and fatalities. Also, I would like to see work done on 1826 to provide for turn lanes. It's very dangerous with all the residential developments and high speed.

1. There REALLY need to be some improvements to 290 (Manor Expressway) near 35. With the new housing developments going in off Samsung and Sprinkle Cutoff, 290 is getting really backed up. 2. And speaking of that new housing development, every morning there's a 20-minute delay getting on to Sprinkle Rd from Sprinkle Cutoff (at Barr Mansion). The cars get backed up all the way to the new houses. I've also seen the backup go a half mile up Samsung at 7 pm. I'm guessing that's because people leaving their shift at the Samsung plant. 3. That same intersection (Sprinkle Cutoff/Sprinkle/Springdale Road) is a hazard. People come around the corner on Sprinkle going either way and the view of the oncoming traffic is restricted when you're coming from Sprinkle Cutoff or Springdale Road. I'm surprised there hasn't been a major fatal accident there. 4. There really needs to be some expansion to routes going east and west across the North Austin Metro. I take 290/Koenig/2222 all the way from East Austin to 360, along with 10,000 other people who sit in traffic for hours each day.

I am an avid cyclist, bicycle commuter, and am often out on county roads east of Austin, I support any projects that I thought would improve the safety of cyclists on county roads or could expand the safe cycle space. I especially support off road and separated projects. some of these road expansion projects i oppose because of induced demand, lets spend more transportation dollars on alternative transportation like the green line, cycling infrastructure, and the mon-Kan line. Some of the projects like the Littig road expansion there is not demand for a 4 lane highway out there and no reason to spend the money on that. i don't believe park and rides work with out the alternative infrastructure like separated bus and or rail service or separated and interesting cycling space to support them, therefore park and rides are a waste of space and money. I'm tempted to oppose all road projects because people will not switch to alternative transportation and demand it too, until traffic is even worse, or at least trails and rails starts to out-compete road traffic. I am a bicycle commuter in part because car traffic downtown is slower than my bike. (Also my job has shower facilities) so expecting a county commuter to bike is a bit ridiculous, but if its connected by adequate alternatives like rails and trails it could become an exciting option.

Too much emphasis on bike riders to the detriment of moving the extremely vast and necessary vehicle traffic. Quit playing me too with bikes, etc. And force bikes to be inspected and tax the same as vehicles.

Does not address unmet needs in the Austin FC stadium and Domain areas.

I would very much like to see MUCH more free wheel accessible bike lanes and protected bike paths or spoke lanes in high traffic areas. A fantastic Blueprint would be to look at Tucson's 120 miles of protected pathways in and around the city. It is called "The Loop." There is no vehicular access and numerous jumping on and jumping off access points with parks, restroom facilities and opportunities for shade, water and rest along the way. It is absolutely amazing. Austin has come up short on connectivity of bike paths and lanes for safe bike to work possibilities. Likewise, the ability for athletes to safely train in and around our city on bikes has all but diminished. The Walnut Creek Trail system starting at Govalle is nice but it is just not enough for our growing population. If Tucson can do it, so can Austin!

Spend more on rail and less on bicycles

I support the county road projects which when completed may relieve traffic on other roads/highways. But I'm also concerned about the cost and how much it will raise county taxes. I do question the need for bike lanes and sidewalks in areas that may not support bike/pedestrian travel. Every road doesn't need a bike way or sidewalk.

I am most concerned that some of the off-road greenway paths are sited to pass through ecologically sensitive areas. The last thing we need is to destroy or compromise sensitive habitat.

Please invest in a train/subway network. The one train on the North side of town should be expanded. Commuters will take trains/a subway, especially commuters from the outskirts of town. We have no train alternatives on the South side. The busses sit in traffic just as long as cars do. Trains will alleviate traffic, city pollution, and more. They will modernize our fast-growing city. The blueprint here is a positive step, but how can the city continue to meet the demands of rapid growth and alleviate Austin's horrible traffic, without a key feature of every big city? A train/subway network! I would take a train to work in a heartbeat. Dallas slowly grew its system by using old train tracks already laid in the city. Could Austin consider this method, building up the network over time?

Bike lanes are far too expensive for the amount of people that use them. We are confined by a limited budget and we should use those dollars to move the most people possible.

I had seen a map at one point that had highlighted various transit corridors, which included more inter-city streets like Lamar and South First. I am on South First all day every day, and I firmly believe that south Austin traffic into and out of the downtown area would be much improved if S 1st had a center turn lane. I didn't see anything like that in these proposed improvements.

Additionally, while I am generally supportive of biking as a mode of transportation, I wonder how beneficial it is to really devote a lot of funds and effort into developing bicycle infrastructure connecting unincorporated areas with the city. I find it hard to believe that the infrastructure improvements would do much to alleviate the heavy traffic concerns into and out of the city.

Where are the rail lines? What is actually happening with I-35? How does this tie in with Imagine Austin, or any other of the myriad transportation initiatives out there right now? I feel like this is a disjointed plan that doesn't actually provide much information or do much to address the very real concerns of worsening vehicular traffic in Austin. Please provide more information, or direct me to where I can find that? How does this tie in with what the City and other transit oriented entities are working on?

You can email or call me :) [REDACTED]

I don't believe we need bike lanes everywhere. They only serve less than 1% of the population and are expensive. Sidewalks in unimproved areas are ridiculous. Provide easements for these for the future when development occurs and let the developer put them in.

I oppose any and every proposal to spend funds building bike lanes on heavily traveled roads outside the city limits. Bikes on main thoroughfares are dangerous and bike lanes are a bad investment.

The new tollway 45 from Mopac to 1626 is going to cause traffic jams on 1626 in Manchaca going east to I-35, at the railroad tracks when trains are going through and at S. 1st st. Perhaps the railroad could be persuaded to schedule freight trains at off-peak hours. Ideally, those freight tracks should be converted to commuter rail and the freight lines should be move out east along the 130 tollway corridor.

As Austin has grown, I've seen my street - Shoal Creek Blvd - get more car and bike traffic. My fear is that SC is becoming dangerous. Most of the cyclists I see on SC are not commuters, but experienced cyclists out for exercise. Many are not solo cyclists but pairs or small groups. Drivers are using SC as an alternative to MoPac. If the city proceeds with the designated bike lane - all cyclists on one side of the the street and parking on the other - getting out of driveways or making turns with be twice as difficult. When the bike lane is crowded, cyclists will use the car lanes. More traffic during heavy travel times worries me. Animosity is building between the two groups. Sadly, there doesn't seem to be a good solution for car drivers or bike riders.

The vast majority of all taxes in Travis County are generated within Austin city limits, yet none of the money is spent on projects within Austin city limits. Austin is subsidizing the rest of Travis County and that is wrong. I don't want to pay for low density sprawl outside of the city limits.

71 is a mess! Del Valle needs more mass transportation options.

Taking taxes from Austinites to subsidize sprawl is a terrible misuse of resources

Until the choke point on I-35 across the river is addressed all the work being done on either side of it will not make that much difference. Stop narrowing the lanes on existing roads for bicycle lanes unless you can provide data on how much bicycle traffic is actually on the road. Repair the existing city center arteries (Lamar, Burnet Road, Guadalupe) To name a few. These roads are so saw cut up that it is like riding off road in some places. (Lamar & Koenig Lane and Burnet Rd and Anderson Lane Intersections) Finally, it is a disgrace to see the overwhelming amount of homeless in camps especially along Ben White Blvd. This may seem as compassionate to leave them alone but it would seem to me that this is more a case of neglect and indifference by city/county authorities to address their plight. There are city ordinances and portions of the state transportation code that prohibit camping on roadways. I have seen these continuing to grow since buying a home in Colorado Crossing three years ago. I have seen one camp on fire and others expand unchecked. Why are existing laws not used as a tool to clean these unhealthy, unsanitary and unsightly locations? I am sure I will not hear back from this but something has to happen for the middle class taxpayer.

Just that the community continues to have a place on the table on these type of smart growth in our area.

I think action needs to be taken immediately at the Hammett's Crossing Bridge in western Travis County. Better signage on both sides of the bridge warning large trucks to turn around is mandatory. Truck turnarounds must be part of this. Where the signage is should be a turnaround large enough for an 18-wheeler. The number of accidents on this bridge warrants immediate action.

Please support additional improvements on RM 620 from 2222 to 183 including overpassed and elevated lanes.

Village Drive in the part of Dripping Springs considered Travis county isn't paved and has such bad potholes that people drive on the wrong side of the road to avoid them. Yet most of the roads in the Deer Creek Ranch subdivision, where the road is located, are paved.

absolute MUST extend Industrial Oaks Blvd (78735) to connect with Southwest Parkway to alleviate constant congestion on Boston Lane.

I could not access Wolf Lane survey -- it would not scroll down that far. This road is in terrible need of repair/ expansion.

Get rid of bus stops build more roads

Please make sure partnership projects include functional bicycle and pedestrian components.

It's (past) time to start advance planning for a high capacity bridge across Lake Travis between Hwy 71 and 1431.

Strongly oppose new construction of roadways that will contribute to sprawl, do little for central Travis County residents, and increase car-dependency. Peppering in glorified sidewalks for cyclists to use does not mitigate the negative impacts of this sprawl-inducing plan.

620 & 71 need help ASAP!

Light near del Valle elementary on Thome Valley needs to have a green left arrow to cross into our neighborhood its growing fast & is packed in morning commute. Same on Pearce lane to many wrecks happening in morning hard to get out safely in our community. Adding new luxury apartments soon & it needs to be addressed ASAP ty.

FM 969 going west needs to be expanded starting in Webberville. The congestion is horrible, even with it being summer, a 15 minute commute takes over 30 minutes. I can't believe an apartment complex is being put near Hornsby with the entrance and exit being off FM 969, ridiculous!

Significant thoughts to consider are 71 to Vail Divide - horrific traffic & back ups at 71/Hamilton Pool.

Horrible congestion at 71/2244 coming west.

620 & 2222 is AWFUL! Additionally the new retail growth along 620 near Four Points is going to get worse!

Hamilton Pool to HWY 12 is awful! Hardly able to travel that stretch without significant delays & with the expansion of new neighborhoods (Provence & others) this poses a even greater risk of congestion & accidents.

The most horrible part of driving in/around Austin especially in Bee Cave & outlying areas is how dark it is. To me, this is the most dangerous part of driving!!! Example is just to find our street off of 71 is nearly impossible! (At night) factor in the significant increase in traffic – that's a recipe for disaster!

Thanks for allowing residents to chime in on specific items.

Would like more information on individual projects in the Blueprint

I am strongly opposed to making Bee Creek a 4 lane road from Highland Boulevard to PaceBend .This is a neighborhood road and we don't need a major thoroughfare through our neighborhood. The increased traffic will increase the noise and light pollution, Hwy 71 is less than 2 miles away and we do not need another parallel Highway. Please help preserve our neighborhood and reject this project.

Alleviate 183/A congestion for ATX commuters please.

Public transportation such as trains or light system. Greatly needed in the south south part of Austin. Especially by the airport

need more bus access to Oakhill area specifically to the Community Clinic and Precinct 3 office

I support having more bicycle and pedestrian friendly spaces.

Park and Rides also good, and trains VERY GOOD.

Adding more lanes to roads past a certain point becomes counter-productive:

<https://www.nber.org/papers/w15376>

(Thus my STRONG opposition to having anything more than 3 lanes each way, even on a road that gets lots of traffic already - single-passenger cars simply do NOT scale any more than that).

We already have more roads than we can afford to keep in usable condition.

NO NEW ROADS!

Take lane space away from people driving alone. We don't need 14' lanes when plenty of places do just fine with 9-foot ones. Real protected bike lanes, HOV lanes. Transit should have priority ALWAYS.

More needs to be done on SH 71 near Sweetwater to improve the entrance/exit. It's confusing and dangerous. Install flashing lights that indicate a signal ahead.

We need more attention to the growing communities both along and near FM 969 (e.g., Austin Colony, Hornsby Bend, Chaparral Crossing, Whisper Valley, etc.). Moreover, residents in Manor/Webberville also utilize this road to commute to their work place due to traffic congestion on major roads such as 71 & 290.

WE NEED MORE PROTECTED BIKE PATHS IN THIS CITY!!

The Green Line would be an enormous waste of money due to its astronomical per-rider subsidies. Work with Cap Metro to fund projects that will actually improve operational efficiency.

I strongly favor expanding mass transit options and creating Park & Ride facilities. Austin cannot sustain any more highways and road expansions, or it will become one big concrete parking lot! If you provide comfortable, dependable and frequent buses or commuter trains with access to Park & Rides, people will use them.

Too much emphasis on bike/pedestrian improvements

We have a big traffic problem, not bike and pedestrian problem

We need to get serious about density and the way in which we build neighborhoods. We need to find ways to incentivize developers to build regular and better connected street grids that are harmonious with nearby neighborhoods.

One metro rail line going in a direction least in need of traffic solutions is disappointing. PLEASE get the rail going but you have to address the freeway arteries and NW/SW/W Austin.

Steiner Ranch needs an out/in on 2222. Not just another entrance on 620

620 and Quinlan Park need improvements

Do not put active transportation along old spicewood springs road.

Efficient traffic flow has direct impacts on economic efficiency and our road system, especially the 620 corridor, needs massive improvements. AUSTIN is becoming a bit of a laughing stock of the state and now country (see national traffic surveys) because of traffic and fewer-laned major thoroughfares with too many stoplights. This is especially true because there seems to be a major disconnect too between real estate development planning and road accommodation planning.

I think this is an overall great blueprint. My absolute main concern is to make clear my opposition to the construction of the proposed "Route F" from Flat Top Ranch Road to RM620.

We desperately need help fixing rm 620 and fm 2222 at four points. Traffic is a nightmare there and it is though no officials care to fix it. It has resulted in families moving to avoid the chaos. We are waiting to see if the traffic gets fixed or we too will move. Appreciate this survey and the chance to voice over five years of frustration at a situation that has only worsened.

In the Four Points area, the highest priority should be RR620. That is the main corridor. I do agree with partnerships, but the county should not be waiting on these to serve the residents!

It is hard to judge how a road will impact bbn people by a map. I personally know Route G makes no sense and in viewing this map with all the other option open wonder why we are spending time and money on it. Bike lanes would be wonderful as if we had safer passage more people would ride and get out of their cars. If you improve the 620 so many of the other roads are obsolete. And you could spend more money on bike lanes and public transit.

RM 620 is in desperate need of improvements to better help traffic flow in the Four Points area of Austin. Improvements to RM 620 will greatly help and alleviate traffic congestion out of Steiner Ranch. In addition, widening Quinlan Park Road within Steiner Ranch will great help congestion at the back of the neighborhood where there is no other alternative to leave the neighborhood. Both of these improvements greatly outweigh the need for Route F and are much less invasive to the community and our natural surroundings.

The Four Points area desperately needs your help. It is densely populated with families, children and young drivers. The traffic on 620 in the Four Points area needs to be addressed immediately. The county has approved massive development in the area over the years without consideration to adjust & expand the roadways to accommodate the influx of residents. During the school year it can take 45 minutes to an hour to travel less than 6 miles. Small band-aid projects have been approved such as the lights that have been installed but are not synchronized to accommodate the traffic flow. There are major safety concerns in this area and Travis County and/or TxDot needs to take responsibility. The 620/2222 intersection needs immediate attention. There is a bypass road being built now from 620 ending on 2222 however it will dump the same traffic onto an already congested narrow road. The option to add an alternate exit out of Vandegrift High School that connects the back of the school to Four Points would help tremendously and is one of the most obvious and highest impact roads however, this small road has been difficult to approve. The Four Points area desperately needs your help. Please consider making the Four Points area a top priority as you allocate funds to improve the roads and quality of life of the residents of the Four Points area.

Please bring relief and help to 620 in Four Points! It takes 1 1/2 hours to go 5 (FIVE) miles! And there is more building apartments, houses, stores but NO changes to the roadways! Please help us!

Western Travis county needs improvement. 620 needs to be addressed ASAP.

I drive from northwest Austin (Steiner Ranch) to East Austin (183/Technicenter Drive) every weekday. The main traffic concern is 620/2222. The main safety concern is also 620/2222. Work is currently being done but I believe there is one big flaw. I think I saw the new bypass from 620 to 2222 goes from 2 lanes down to 1 lane. We have enough traffic currently to need that bypass to be 2 full lanes the whole way. PLEASE try to find some way to put that in the plan. Also, it would be very smart at 2222/McNeil drive to put a divider on the eastbound 2222 traffic right lane so people can go straight at that T-intersection without having to stop at the stoplight. There is no need for them to stop and you can just have one lane from McNeil to eastbound 2222 for turning. Having the right lane continuously going instead of stopping should help traffic.

With the new bypass, there is going to now be major congestion at River Place BLVD and the light at Sitio Del Rio is not timed properly. As soon as we get a green light from River Place, the Sitio Del Rio light turns red. In this day and age, it should be easy to fix these issues.

In addition, 620 needs to be overhauled with elevated lanes and medians. It is so unsafe. I can't tell you the number of accidents I have seen from people coming out of Walgreens (and on 2222 at Target). Also, in the mornings when school is in session everyone in the left lane heading north/east on 620 flies over two lanes to the right to cut everyone off to turn right on 2222. Literally half of the cars in the left lane do this. To alleviate this problem, you should do more like what was done at 2222 west bound approaching 620 with the left lanes. You should make the right lane a mandatory right turn only lane and make the left lane a straight or right turn lane. Then we wouldn't have the chaos/dangerous situation that we have every morning when school is in session.

Stop building housing where there are not enough roads ... (exits and room for additional people and cars!)

That would solve a lot of problems!!

Please take some action to improve safety and traffic in the Four Points area!

Please fix steiner ranch, 620 and 2222!!

Do not combine road and highway projects with bike & hiking trails for project approval and funding. Reduce the number of projects included in any proposals and quit trying to tie together projects in different sections of Austin to get passage. All of us want better roads, but we really only care about those roadways we actually use on a recurring basis, not what's being proposed in sections of the city/county we never encounter.

More mass transit opportunities to the West. 2244, 620, 2222, 71. They all need dedicated commuter buses or even rail. Park and ride opportunities.

620/2222 is in serious need of expansion. specifically 620 needs help.

Fully support additional bike/pedestrian lanes, but do have concerns with adding to roads with high speed limits and several curves. Fatalities on RM 620 with bicyclists and curves and some of the proposed roadways are worse.

Immediately improve the safety of Hammett's crossing with new and very prominent signs letting large trucks and trailers know that it is NOT passable. Also when you add new better signs, provide a turn-around so that trucks and trailers have an option. The county could also contact Google maps and any other mapping sources to make sure that that road is indicated as passenger vehicle ONLY.

Can we change the LEFT turn Traffic light on 620? There have been NUMEROUS accidents where drivers turn LEFT on a Green Light (which means YIELD) but most people are programmed to GO on GREEN. Can we put in lights with a YELLOW ARROW for YIELD LEFT TURNS?

No more bike lanes. We have more cars than bikes that need to get around town.

several decades overdue....too much encouragement of population growth at expense of everything/anything else...now, no way out ?

Steiner doesn't need another road that exits into 620. It needs an exit out to 2222

The UN Climate Change Report states that the only way to avoid catastrophic consequences from global warming "requires slashing global greenhouse gas emissions 45 percent below 2010 levels by 2030." But the only goal of the blueprint that even comes close to recognizing this is "Balance growth and environmental concerns."

The goal should be more explicit. The UN report states that "There is no documented historic precedent" for the action needed at this moment. This blueprint seem like plan from climate change deniers.

Route F and the Quinlan expansion in Steiner Ranch are either not needed or is the wrong alternative and do not fix the issues and are therefore a waste of taxpayer money.

RE: Hamilton Pool Road--most important issue is cheap fix--construct turnarounds and improve signage regarding Hammetts Crossing. CHEAP. EASY. CRITICAL.

Also note--several years ago the neighbors participated in workshop at Westcave Preserve. What happened with that info?

Route F is a money grab by agencies and their vendors of millions of taxpayer dollars that will do nothing to solve any real problems. This will just bring traffic and crime to a currently tranquil neighborhood.

I live in Steiner Ranch and we are desperate for help. The 620/2222 bypass project hopefully will bring some relief. Right now it takes 30 minutes to go 4 miles to get to our local high school. It's a total parking lot every morning. But really ALL of 620 is a mess. It's so dangerous with the middle turn lane and people zig zagging across 620. Everyone wants to turn left in and out of businesses, cutting across high speed traffic. We need a totally divided highway where the only way you can get to the other side of the street is by going to a light and turning. No more u-turns, no more "suicide lane". There are numerous fatalities on 620 and it's so scary. I would love to see an elevated highway that gets you from 620/2222 to 620/183.

Please improve Four Points 620/2222 intersection, and R620 between 2222 and Lakeline traffic.

620 at 2222 is a mess all the time causing heavy delays and frequent accidents.

Elevated lanes on RM620 that fully connect US183, RM620 south, and RM2222, avoiding all the traffic light and capacity congestion, should be a top priority. No new building permits should be given until roads are improved. The traffic is very bad every single day - getting worse every year - and there are many serious and deadly accidents that occur frequently. Retail is also growing exponentially in that area with traffic constantly coming into and exiting a 55-60 m/h zone, which is anything but safe. I dread every time my wife drives our kids on that road and know that parents chose to move when their kids get to a driving age. I couldn't feel stronger about it.

To suggest replacing an existing 2-lane road with a new 2-lane road is complete nonsense. How does Travis County expect to improve traffic congestion without adding capacity? I suggest focusing on fixing poorly timed traffic lights, which would have a far greater impact on traffic flows.

Who runs this, and how can we get something like this in Hays county? I live on the border of Hays and Travis and have voted on the improvements needed in my area. I run 290Safety.com

Something needs to be done about all of the trucks and trailers that are turning over at the Hamilton Pool Road low water crossing of the Pedernales. It's getting to be a very regular thing and causes great inconveniences to those of us who use that low water crossing bridge.

Arterial "A" : needs to move closer to west by RR track, away from Waste Management owned property, otherwise Waste Management will want county support to expand their landfill.

Bluff Springs Road/Old Lockhart Road/Maha Road : More clarification is needed on exact route.

Thaxton Road: The last mile of this road from Old Lockhart to FM 1327 will take part of Texas Disposal Landfill and Industrial Park plus the intersection of Carl Rd and FM1327 is extremely dangerous because of site conditions

This should have been done years ago!

No plans for light rail? Bus options? Pedestrian bridges? Traffic will never improve if we do not have alternatives to automobile transportation. Look at Calgary, Alberta Canada's transportation model.

There are pieces I agree with and those I have concerns with

I would like to see improvements to RR620 and FM2222

They're proposing bike lanes and 4 lane divided highway in an area where there are no houses. This is still preventing neighbors from going Briarcreek to downtown Manor downtown Austin by walking or by bus. We were pushed out here and cannot connect to it. Manor (where we live) won't accept us and Austin (where Manor tells us is really where Briarcreek belongs) mistreats us.

Priority should be given to safety of pedestrians and cyclists in transportation planning. There is callous disregard for pedestrian safety in DOT-TX planning, manifested by current vehicle operator inattention to the very few existing pedestrian crosswalks and mindset fostered by DOT-TX unwillingness to follow Federal Highway Traffic Law for pedestrians right of way at every intersection.

Safety improvements for Hammet's Crossing!!!!!!!!!!!!!!

Hwy 71 and RR 620 need to be addressed

Need to address 620 traffic - it is endangering residents and the environment as is.

Address the mess that is 620, especially from Mansfield Dam to Anderson Mill. It's a mess. And making it more bike friendly isn't going to fix it. Route F is NOT an evacuation route. I had to evacuate during the 2011 fires. Had Route F existed then, it would have been absolutely useless. Quinlan Park Road was closed to evacuation traffic because the fire was too close to use it safely. Route F would have been even closer to the fire and closed as well. Chances are, if there is another fire, it will also be along 620. Kind of hard to evacuate onto 620 if that's where the fire is. Getting out of Steiner wasn't the problem. 620 was the problem. It was bumper-to-bumper. You know why? Because everyone was stuck at the 2222 intersection. Yep, solid traffic from 2222, all the way down 620. all the way down Steiner Ranch Blvd. The reason the evacuation was slow was because of the 620/2222 intersection. Route F wouldn't have fixed that. Build a true evacuation route (not a permanent road, but one that is only open by emergency personnel when needed) that connects Steiner Ranch to River Place. That would allow the front of Steiner to evacuate onto 620, if able, and the back to evacuate into River Place. It will allow all of Steiner to evacuate into River Place if needed. It will also provide an evacuation route for River Place residents. Route F is NOT an effective evacuation route. That is just an excuse to build a permanent road with businesses on it to collect tax revenue.

You really need to look at resurfacing 2222 around Mt Bonnell and adding barriers between the lanes. My 18 yo driver got in an accident there recently after a slight rain and we watched cars slip left and right coming up and down that section of 2222 while the police wrote the report. The city has not properly maintained this road and it is very dangerous.

Very good ideas, especially Route F. To relieve traffic, speeds must increase to reduce traffic volume. A 10% reduction in speed limits increases volume and commute times by the same while increasing the limits can help reduce volume at non peak times on roads like 2222, 360, 620 and even other areas like Quinlan Park Road where I live.

I-35 should be routed to the east loop 130 around the east side of town. We should raise the gasoline tax by 2 cents per gallon per year for the next 5 years to help keep up w road building/maintenance

I'm not seeing improvements on 2222 to the degree that I desire. I also see limited improvements on opening up better access from Steiner Ranch South / East across Lake Austin. There I would like to see bridges or tunnels that would only be open to residents or would charge those living elsewhere prohibitively high tolls (to divert through traffic to current routes), but improve greatly access from / to Steiner Ranch to Downtown Austin and Hill Country Galleria / Bee Cave areas.

It doesn't address the congestion on RM620. You can fix as many side roads as you want until you fix the main artery that wasn't designed to carry the amount of traffic it carries daily you will not solve anything. You do that by extending Quintana's Park rd across the river and meet it up with Bee cave pkway so people can get on the SH71. That has real traffic relief possibilities. Your blueprints are just bandaids nothing more.

It does nothing to address the congestion on RM620 and until you fix that everything else is just bandaids for a road that was never designed to carry the amount of traffic that the 620 carries daily. Start by connecting Quintana's Park Rd to Bee Cave Parkway across the river so people can reach the SH71 and use the highway easily. At least do a feasibility study and see what impact this will have on traffic pattern on 620.

HWY 360 needs overpasses at EVERY intersection.
HWY 620 needs overpasses at MAJOR Intersections.

I'm against widening county roads.

Transportation board should work with local neighborhood associations to ensure local residents are informed and can weigh in. This impacts those where roads are being planned through neighborhoods.

Safe bike lanes needed all over.

FM 1431 between Cedar Park and Lago Vista needs to be widened to six lanes.

I strongly oppose Route F.

We want a temporary road not a permanent road through all the trees and paths.

I think an alternate to Route F should be chosen for the outsiders of an evacuation route in Steiner Ranch.

I do not see anything about addressing the issues of RR620 or FM2222.

I feel there should be more high speed rail from Austin to major cities in Texas.

When I drive toward downtown, the lanes appear to be narrower and bike riders seems to like to ride right on the line of their lane. I feel there should be a wide line separating cars and bikes and bikers gets a ticket for riding on the line or make all the lanes wide since cars in Texas are big and bikers takes more than 6 feet to ride.

620 Must be improved. Traffic is horrific

There are numerous projects here and the main reason I've come to your site is to OPPOSE Route F in Steiner Ranch.

It is challenging to give a blanket statement the I agree/disagree with the proposed improvements. These decisions should be made on a case by case basis, or in this instance, on a road by road basis. I OPPOSE the construction of Route F which would have bike lanes and sidewalks. However, I agree that some areas are in need of these things.

I strongly disagree about Route F. Majority of residents in Steiner Ranch do not want Route F permanent road. Please listen to the people in our community and stop this permanent road.

Steiner ranch residents do not want another permanent road with route F. Please stop pushing this on us. Route F is bad for our community,

Route F in Steiner Ranch is flat out wrong and inappropriate. We've lived here for 20 + years, had one fire that the issue was brush not cleared near the houses, nothing else. The new proposed route goes right thru the firezone (not smart), will cost too much money and worst, adds another light on RR 620 (parking lot right now on that road) and dumps up into a quite neighborhood never designed for the traffic it will get from folks in the area.

The bike lanes proposed on many of these routes are not only not needed but dangerous.

Ferguson Ln should take a very northern route. Not to impact the neighborhood walnut Place. Walnut Place neighborhood has an alternative plan in place that would be supported by everyone effected by the rd.

I strongly support including bicycle and pedestrian infrastructure on every road in Travis County. In addition, this infrastructure also should allocate space for other low-speed and low impact mobility options such as scooters, pedicabs, and neighborhood electric vehicles (NEVs), and transit options also should be part of the plan and provide access to all population centers of Travis County and the unincorporated areas. On the other hand, I strongly oppose the expansion of existing roadways for cars and trucks which will induce more development and sprawl that hurts the environment and adds to climate change. People move away from Austin under the illusion that it will be cheaper to live, but having to depend on a car to get anywhere ends up making it more expensive and lowers their standard of living.

I strongly disagree with projects with this description: "Construct a 4-lane divided roadway." I also strongly disagree with most of the County Arterial Road Projects that build or expand arterial roads. It's positive that bike/ped facilities are included in these plans but more and bigger arterial roads simply aren't needed and county resources should be concentrated on expanding public transit options and separated bike/ped/multimodal routes, such as envisioned by the Freewheel System (Direct bicycle route from suburban or rural areas to urban core; Facility Types: Separated on-road bicycle facility or off-road 12 foot concrete shared use path), or Off Road Trails/Greenway Trails (12 foot concrete shared use path).

Old San Antonio road to s park meadows

I got knocked off through survey before completing it. When I got back on, it wouldn't allow me to continue.

Route F in Steiner is a big waste of limited dollars

Thoughtful, concise, presentable and it clearly displays a high level of background effort.

Strongly opposed to Route F. It is not desired by the community (more than 1,000 residents have weighed in against the proposed route).

The proposed route F in Steiner Ranch is something that is not supported by the residents of Steiner Ranch.

Steiner Ranch Route F does not solve any problems and destroys hiking paths, bike trails, and goes through land containing endangered species. The only thing Steiner ranch needs is to have the FM620 improved/widened; we do not need another exit if that were to happen and all evacuation procedures work as described. In addition your propose bike paths in the Active Transportation section shows plans for a bike trail around Route F... when the road does not exist. You cannot plan to add bike paths where no road exists...and there are already hiking/biking trails in the area. Focus any planned funding for Route F to improve FM620...

I oppose Route F. Other are ok.

Most of the projects seem well thought out and should help our communities. I am still concerned about an alternative route out of Steiner Ranch that does not go through the very area that had the wild fire. Given similar conditions it is very possible to have the same thing happen and the proposed new road would be useless. It also does not address the traffic issues on 620 that occurred during the evacuation. The proposed route is very enticing as funding is easier to get but it does not address that major issue which is only one way out. Route F is a second out to the same place, only sort of helpful.

Strongly oppose general use Road F in Steiner Ranch. Evacuation Road is fine, but general use is not. 620 is the problem. Get that fixed and then consider adding arteries to connect to it. Otherwise, there will be bumper to bumper traffic going through the Steiner neighborhood and there is no plan to widen Flat Top Ranch or to put a light at Flat Top Ranch and Steiner Ranch Blvd - it is already hard enough to make it through that intersection at certain times of the day - it will be much worse if Road F goes through. An evacuation route needs to dump out somewhere other than 620.

Route F is a waste of time and money. It dumps the same traffic from Steiner Ranch onto already overcrowded 620. Additional exits need to be worked on that direct traffic from Steiner East, South or West, not just pushing the same traffic into the same existing congestion. It is understood that the other directions are much more challenging including bridges across Lake Austin in some cases, but existing Route F plan does little to solve a current issue, and merely disrupts a relatively quite area of Steiner Ranch.

Are there plans in place to protect older trees? Also, no more toll roads! I'm hugely against them. Thanks for getting public feedback on the roads!

Don't widen roads please; it increases traffic and fatalities.

I love the little country roads and wish they could be left alone with any updates along major corridors only.

I agree with working with others but an exception is the planned toll expansion of 183N. There is no need for this to be a toll road; the corridor is sufficiently wide to expand to 4 or even 5 lanes with bridge widening and using medians and shoulders. Just look at how Mopac toll has made commutes worse than before (except of toll payers). Much of what they (MOPAC TOLL designers) took to make the toll lane came out of medians and inside and outside shoulders and they took one full lane away from free lanes on southbound loop 1 where it crosses LB Lake. Please reconsider before going forward to much need 183 expansion. NO TOLL ROAD NEEDED HERE. Thanks

Steiner Ranch needs the bridges to Lakeway and Bee Cave Road. Please build these soon to relieve the congestion on Highway 620. Thanks!

I am very opposed to Plan F. It is the wrong solution to the wrong problem.

I strongly oppose the Ferguson Ln extension. I live a few houses away from this project, and I can say for sure that it would wreck our small neighborhood, which is already overrun with large trucks. I live in Walnut Place, and the truck traffic down Sansom Rd and Springdale Rd is intolerable. Sheriffs won't even recognize that the no truck signs are valid. Please build Arterial A and not the Ferguson Ln extension. We need a strong North/South road system to handle the increased amount of residential and commercial traffic heading north. Thanks for your hard work!

Stop allowing building until you have the infrastructure to accommodate the additional amount of usage.

We built our home in the country! Your plans for enormous roads are killing the reason to live here. Try and imagine this if it was being done outside of YOUR home, in YOUR front yard, destroying YOUR property value so that others can enjoy high values at YOUR expense. This "blueprint" needs a rethink so that you can find better places to spend OUR tax dollars.

There is already a large issue in the Steiner Ranch community with speeding on Quinlan Park. Many single car accidents causing property damage as a result. Widening Quinlan Park will only make this issue worse and hinder neighborhoods with direct access to the road currently.

Route F shouldn't happen. A bypass or alternate route from 620 to 2222 should be a better use of Resources. Route F is an option that damages biodiversity and green corridors, damages the nature of the community of SR, and doesn't solve the traffic on 620.

The Ferguson Ln. extension would create noise pollution and endanger Little Walnut Creek. The residents of Walnut Place would greatly appreciate the county's support in protecting our neighborhood and our waterways. We vehemently oppose this road in its proximity to our homes.

Strongly opposed to Route F in Steiner Ranch.

The long-promised Arterial A is absolutely essential to traffic relief in this quadrant of the county and plans for its construction should proceed with all haste. The ill-conceived Ferguson/Rundberg Extension, on the other hand, does nothing to relieve traffic congestion in the quadrant. On the contrary, it will increase it by dumping traffic perilously close to the neighborhoods bordering Springdale Road. The route as currently planned dips too far south and will do nothing but max out the traffic load on Springdale Road creating insurmountable issues for communities along it.

Road 973 needs widening too.

Hello! I strongly agree with the Arterial "A" improvement to allow traffic to defer away from our residential area at Ferguson LN and Springdale RD. I however believe there is a much better routing of the Rundberg/Ferguson Ln extension that would connect to Arterial "A", than what is shown on this proposed Travis County Transportation Blueprint. Why wouldn't you connect north at the intersection of Sprinkle Rd. and Tuscany Way and continue north on Sprinkle Rd to Cameron Rd and through to Goose Rd to connect to the much needed Arterial "A"?

This would push the vehicle traffic including all of the trucks away from the residential area and you already have roads constructed on this route, so wouldn't need to interfere with the green areas or residences. It appears that there is much vacant commercial building sites already along Sprinkle Rd that would also benefit from a 4 lane access.

Thank you for taking my feedback!

Opposed to Ferguson Lane project

Supporting Arterial A project

Arterial "A" seems like it is mapped in the right place, but don't like the position of the Future Ferguson Ln extension that is shown on the Blueprint. Seems like a better route would be to start it from the Sprinkle Ln and Tuscany Way intersection and go North on Sprinkle Rd along the current route to Cameron Rd and Goose Rd and to connect at Arterial A at this intersection point vs. further south. This keeps the traffic the furthest away from the residential area and would probably cost much less to widen existing roads and bridges.

We live along Springdale Road in the Walnut Place neighborhood. The proposed Ferguson extension causes us great concern. We live on 3 acres along the creek and have been flooded twice, have since RAISED the house out of the flood plain (followed all the county and FEMA regulations) to avoid future flooding. We are concerned for a couple of reasons. One, that the construction of the proposed roads will cause further strain to the creek (less permeable ground for example) that all the new developments along Sprinkle Cut Off are already causing. Second, the obvious noise and impact on our property and our neighbor's property and our value. We obviously need more north/south connections to 290 to relieve traffic off Springdale like the Arterial A, but to extend Ferguson through this route seems extremely disruptive and reckless, especially when Sprinkle Road/Cameron/Blue Goose (east/west road) from Ferguson already exists. I think the modifications to connecting Ferguson needs to be modified to incorporate those already existing paths.

I live at 3308 Ferguson Lane and work at 1834 Ferguson Lane, while I support Arterial A on the East side of Springdale Road, I do not support the Ferguson Lane portion of the road (widening Ferguson/adding lanes/going through private property). I believe a better route to connect Arterial A for the Rundberg/Future Ferguson would be to use Sprinkle Road & Tuscany Way (which are currently there) up through Cameron Road and Goose Road. There are already businesses there and would push this commercial traffic away from our neighborhood. I would also like to see the property being developed on the West side of the lot and not the East side, right up against our neighborhood. Developing on the East side will literally put a trucking depot right in our backyards. I implore Travis County to consider the neighborhood and families that live here.

I still feel this does not improve the 620 issue

Not much focus on projects that will reduce single-occupant vehicles. More emphasis on efficient mass transit systems is needed.

There has been a desperate need to have Arterial A built for years. There has been so much development over the years in this area whose traffic is burying the Walnut Place Neighborhood, one that has been in the area since the late 1950s. We have been promised this road but the developers have ignored the need. Their only interest is making money by building more small lot homes. Even the City of Austin is to be blamed by promoting development designating this area as a desired development zone while not building appropriate infrastructure.

The actual path of the Ferguson/Arterial A road is unclear and does not reflect the most recently proposed iteration, making it difficult to vote. The city has been in discussion with Hillwood and has reviewed multiple revisions of a proposed path, which would directly abut the Walnut Place neighborhood. The road would also cross Walnut Creek and a landfill, creating a very real possibility of environmental impact. I urge that you NOT PROCEED with Ferguson Ln development without the inclusion of the neighborhood and appropriate traffic and environmental studies. Diverting traffic through a residential area would have disastrous consequences.

In regards to Arterial A & Rundberg/Future Ferguson Lane, I do not think that going through private property and right up against a residential neighborhood is prudent. A better solution would be to use currently, existing roads Sprinkle, Tuscan Way, Cameron & Goose Road. There are businesses on the west side of the recently purchased lot for development. Please use the existing roads for this expansion to avoid bringing commercial traffic into the neighborhood and literally right into the back yards of residents. I would also like to see the trucking depot put on the west side of the lot and not on the east, as again, this would literally put a trucking depot right in the back yards of residents. No one wants that in their back yard and immediately next door. Nor do I want Ferguson Lane to be expanded to a 4 lane road. The traffic on Ferguson Lane is already terrible (speeding/blowing through the stop sign leading into the neighborhood) and this would only increase that traffic.

I would like to see more dedicated bike lanes within the city - from downtown to the domain. You can't ride without getting hit or almost getting hit and in either case, you won't be having fun. If you want folks to get out of their cars- provide dedicated or safer bike lanes. I want to be able to ride to work, ride for pleasure (25-50) miles daily, ride for groceries, ride to the pub, ride to shop. I want to be able to drop my car off for repairs and ride my bike home. My mom is over on the east side, north of the city and I can't ride to see her.

If you want to ease vehicle congestion, provide SAFE BIKE LANES!

I strongly disagree with route F. It will ruin the peaceful environment Steiner Ranch is known for. It will cause great harm to our Greenbelt environment and wild life.

Excellent plan. Please focus on fixing 620, 360 and Quinlan Park road

I appreciate the County supporting active transportation but I am completely against that being done in conjunction with expanding roadways. Our hill country has such beautiful roads and scenery that will be largely impacted by the expansion of roads. More people will travel those roads by the theory of induced demand and further expansions will be required in the future. The wider the road and more lanes there are, the faster vehicles can travel, making it less safe for all users but especially bicyclists and pedestrians.

I am extremely opposed to building any and all six lane divided highways in suburban Travis County. We have eleven years to fix climate change. These actions subsidize the sort of sprawl and terrible land use that will make it hard to achieve any sort of carbon emission reductions. Many of them also serve the wealthiest among us. I am also concerned about induced traffic demand and bad development in Austin's ETJ.

Springdale Road from Ferguson to 290 needs SIDEWALKS or BIKE LANE - very dangerous for pedestrians to access bus stop and bike trails especially when crossing the creek and traffic circles.

I am very strongly opposed to any road widening or creating more divided highways out on country roads. I use the roads to the east of Austin (near Elgin/ Bastrop) and to the west (out by Emma Long and St Edward's Park) to get away from the city and the traffic. They are beautiful and relaxing and great for bike rides. I don't see any congestion out in those directions, so I don't know who you would be building these new roads for. Also, if there was any congestion, then road widening would NOT be the approach to fix it! I'm sure you have heard about "induced demand". I am in support of projects that would encourage and support people in making more sustainable transportation decisions - like biking and walking- and I am opposed to investing in infrastructure that will lead us AWAY from meeting the city's environmental goals. Please invest in a future that will actually be good for humans. This does not include more cars, more pollution, more greenhouse gas emissions. I really can't believe that these road widening projects are even on the table. We have so much more that we should be spending our resources on. I am in support of more sidewalks and more bike lanes, and more bike paths - like the Walnut Creek Trail.

I am opposed to developing Ferguson as a connection to Arterial A---The plausible route would be to use Sprinkle to connect with Arterial A--this would cause the least damage to the Walnut Place neighborhood and property owners in the area. Please consider this recommendation. Thank you.

I oppose restructuring Ferguson for the purpose of rerouting traffic to Arterial A---using Sprinkle would be a more reasonable route and would do less damage to the existing neighborhood and the property owned by the residents of this community. I urge you to consider this possibility. Thank you.

All questions involved with these (helpful) surveys must ultimately return to the issue of climate change. Related to that is the need seriously to invest in opportunities to get people out of cars. The bike/shared-use paths won't be cheap but can play a really, really significant role in changing behaviors. I generally support *all* such suggested improvements. Thx for soliciting feedback.

I found it impossible to give accurate feedback using this survey, I am strongly opposed to increasing future burdens on taxpayers by expanding roadways in what experience tells us is a futile effort to address congestion. I am disappointed by the weak commitment to active transportation and transit options. I am supportive of improving bicycle facilities, but the way they're tied to road expansion projects seems irresponsible at best. With limited funding available, Travis County should be spending its money more wisely, on transportation modes that will reduce traffic deaths, reduce pollution, and better serve our citizens' future needs. That means throwing less money away on expensive construction that will induce more traffic and more on dedicated transit lanes and protected bicycle facilities.

Hard to say, the Active Transport section doesn't really make any sense, all projects are connected by color codes.

I don't think the Ferguson Lane extension is good for the Walnut Place neighborhood that it runs right through. This is a residential area and residents don't want trucks coming through their property or down their residential roads. It would be better to use Sprinkle/Cameron/Goose to meet Arterial A. I also don't support Ferguson Lane being widened to a 4 lane road.

I believe that the Green Line to Elgin is essential to relieving traffic congestion, permitting Travis County residents to have access to Downtown Austin, and creating a true partnership with Bastrop County.

The Ferguson Lane path should not be positioned near the Walnut Place neighborhood. It would be easier and more efficient to run it along Sprinkle to Blue Goose, which already has developed roadways and would avoid residential areas.

The Ferguson extension needs to go back to being the Rundberg extension. The path needs to avoid more densely populated areas and be routed toward the north and connect to Sprinkle and Blue Goose. It should not be built until Arterial A has been completed in order to avoid significant health and safety issues in the older developments such as Walnut Place and Colonial Place.

I am totally opposed to using Ferguson lane as a means to get to Arterial A. Clearly a better option would be to make use of Sprinkle at the junction with Ferguson to get to Arterial A. Widening of Ferguson would be catastrophic for the Walnut place neighborhood and would only encourage truck traffic and push more of it onto Springdale road, a two lane road!!! Additionally the recent purchase of a large acreage by a Dallas developer has caused misery for the neighborhood since it would appear to be their agenda to make access to Arterial A by way of Ferguson seriously impacting the neighborhood and other landowners, since of course they don't want a 4 lane road on their property!!! Although we are in Austin, we are in the ETJ as I understand it. I appreciate you reaching out for input. My sincere thanks. Hazel Clinton

6 foot bike lanes and 5 foot sidewalks on both sides of roadway are complete overkill in outlying areas. The cyclists using the current lanes in the suburbs appear to be 90% recreational, and in our climate, there are a good 5-6 months out of the year that are too hot to reasonably expect people to ride bikes or scooters 7-10 miles to work. I wish the planning would consider actual living conditions in Austin - we are not a temperate climate. We would be better off providing effective (air-conditioned) public transportation and covered bus stops to accommodate actual conditions - not wishful thinking. Pearce lane really needs a makeover from 973 to wolf lane. Very bumpy and uneven pavement.

Thank you for reading and support. Stella

Widening Ferguson Lane would impact my neighborhood negatively, bringing more truck traffic down to Springdale Rd a 2 lane Road!!! A better option would be to use Sprinkle at its junction with Ferguson to get to Arterial A. Dallas developers have recently purchased land and are pushing use of Ferguson which would have a devastating impact on the neighborhood and adjacent land owners. Thank you for your consideration of our situation. Hazel Clinton

Add barriers to the bike lanes!! As the city grows, roads will be more dangerous for cyclists, and citizens will not use the lanes! I live in central Austin, near the university, and I have firsthand experience with how unprotected bike lanes in commercial areas prevent people from using the lanes to commute. The north south corridor near me desperately needs safety improvements for cyclists and ADA pedestrians. The bicycle lanes on Guadalupe desperately need road repairs and barriers - I have been driven off the road multiple times by drivers that drive, park, and stall in bike lanes, and by buses continuing onto north Guadalupe at the intersection with 29th st. I have spoken with dozens of people who do not bike to work or school because of these dangers as they get closer to their workplace, and many have relatively safe bike lanes near their homes. Please install barriers with the new bike lanes because they will be needed as the city continues to expand and become more dense in the areas that are being constructed in this plan! I suggest as a barrier the flexible posts so that cyclists have a way to enter or exit the lanes from/to the roadway in case of emergencies.

I think that it is a great start on addressing the needs across the county. The travel from the eastern counties into Austin has its issues. If these projects can get approved it will make a difference.

Bike lane survey is very confusing,

I do not support building additional roadway capacity for cars in unincorporated areas. Those roads will necessarily involve unsupportable future costs, and will promote continued sprawl, roadway deaths & injuries, and climate-changing emissions. Our transportation plans should be focused on active transportation and mass transit connections to and within urban centers.

Weren't bonds passed to expand Old San Antonio Road from 1626 to Hays Co?

I'm against road-widening projects since they can lead to increased congestion, traffic injuries & fatalities, and carbon emissions. I'm strongly in favor of building & improving rail, bus, bike, & pedestrian infrastructure. Thank you!

Great to see prioritizing of safe pedestrian and bicycle facilities. Disappointing that these seemed to be tied to road building and road widening. Bicycle and walking facilities should be planned with access to quality and frequent transit. We need to focus on moving people, not cars.

Prioritizing roadways in unincorporated areas incentives sprawl, which increase traffic congestion, flooding, traffic fatalities, and air pollution. Please take traffic fatalities seriously by adopting a Vision Zero policy that priorities human life above all else.

The County is considering many transportation projects across the county. Some of it's good (sidewalks, bike lanes, etc.) but a lot of it is road widening, which in my opinion, is a disaster. Road widening not only fails to address congestion (more people end up driving) but also increases pollution, sprawl development, serious and fatal crashes, vehicle miles traveled, and desecrates the countryside - all at a high financial cost.

I am against any road widening and support more facilities for alternatives such as walking, bicycling, and public transportation. Travis County should remain beautiful and be a great place to get around!

Please no more toll roads!

Ferguson plan is flawed, already have commercial road from that area, widen tuscanny to 4 lane through already commercial property, why disturb a good neighborhood with commercial traffic. Also noise pollution and possible eco damage to creek, and increase flood chances...to area.

I live near I-35 and it is often congested. Widening it is not likely to help. We need to experiment with congestion pricing, like London and Singapore.

The Transportation Blueprint does not strengthen or incentivize the alternatives to driving nearly as much as it should - in fact, it encourages the opposite. We need to get more people walking, driving, and taking transit - and that can really only happen through increased support for walkers, bikers, and people trying to take public transit (and I don't see enough of that in the Blueprint). The heavy car-centric focus as outlined is myopic and naive - it will only serve to worsen both the transportation issues and the global climate issues we face.

I feel like the outer areas of Austin have higher speed traffic and perhaps the residents are not encouraged to use multimodal transportation - nor would they want to given the high speeds of traffic. I have ridden the outskirts of town and improvements could be made to create a vision zero and all ages and abilities network. These maps and labels are deceiving if Travis county plans to create unprotected, narrow bike lanes or shared use on fast moving roads or to get from one manicured, manufactured neighborhood to another on one of these heretofore mentioned fast moving roads. Perhaps the survey responses are skewed because people might want to ride more or get outside more or use public transportation, but the urban design on the edges of town make it prohibitive and discouraging.

I support the active transportation projects (bicycle and pedestrian). I also support the motor-vehicle-oriented safety projects that do not increase capacity.

However, I am concerned about the motor vehicle projects that increase capacity. The increased capacity won't necessarily reduce trip times for the people who need to use those roads, since the increased capacity will facilitate further rural real estate development that increases car trips.

I would also like the bicycle projects to have physical barriers from motor vehicle traffic. These could be physically protected bike lanes or separate paths.

I would like to see Travis County fund trail projects within municipal limits.

Need elevated 620 connecting with the toll road to bypass all of the traffic lights on 620.

I live in Steiner Ranch and bought my home here because it is in a "bubble". I do not want public roads built through Steiner Ranch. I am in favor of a road near the middle or back of Steiner Ranch that would only be opened if there were an emergency. I am in favor of a major overhaul of 620 and 2222 to allow for flow of traffic. I work in downtown Austin and over 1/2 of my commute time is spent in the 2 miles stretch trying to get past Vandegrift High School. Getting in and out of downtown Austin is easy. Getting past Vandegrift and Four Points is mind numbing.

I appreciate that the blueprint emphasizes bicycle and pedestrian facilities with all of the projects. I am concerned that too many projects will dump more single-occupancy vehicles onto our already congested roadways. We need more projects that will improve safety without adding capacity for motor vehicles. By the time all of these roadways are built, the cars being driven today will be obsolete.

Many of the proposed projects do not appear to be designed to improve safety. There has not been a single day since November 7, 2000 without a roadway fatality in the state of Texas. Rather than designing for increased speeds by increasing the number of travel lanes, safety should be made a higher priority.

There seems to be a lot of good work in this project. We definitely need to be addressing the needs of all the people of Travis County.

However, this entire effort seemed hopelessly lost in the wild mistake of thinking that the County should only be thinking about the transportation system in its unincorporated area, where a tiny minority reside - who happen to be whiter and wealthier than most of the constituents of the county.

The general Complete Streets approach of building sidewalks, places to safely bike and ride scooters and other low mass low speed vehicles, and focusing on people with disabilities, is what the county staff should be focused on. However, this work does not seem to have several key elements, which are focusing on the safety of all users as paramount concern - including people riding in cars, and designing all facilities for slow speeds appropriate for a major urban county. Nobody actually needs to drive 45mph on any surface road where there are interactions with humans outside of giant metal boxes. None of this money should be spent before adoption of safe, modern design guidelines - which could be done in two minutes by adopting NACTO standards for all county transportation projects.

The amount of sprawl subsidy proposed here is extremely troubling. The City of Austin "smart growth policy" of pushing growth east was a horrible disaster and nothing like what any real smart growth advocates would work for. We must seek to preserve the farmlands and open space of Eastern Travis County. We definitely should not be building roads for developments across places that are completely unpopulated today. There must be a better way.

This plan could be fixed with some kind of statement that the Commissioners Court intends to fund transportation equitably for all the people of the county regardless of whether or not they decided not to pay city taxes. If we spend a dollar in the unincorporated areas of the county on safe, multimodal transportation, the county should spend a proportional amount on safe, multimodal transportation infrastructure in the rest of the county where most of the people in the county live.

Also, if any shared use paths and other active transportation infrastructure is built, please use this opportunity to reach out to the Texas School for the Blind, and the Texas School for the Deaf, and advocates for people of all abilities to ensure that you can easily include design elements on the front end to make all facilities open, welcoming, and comfortable for all - while focusing funds where the most people will benefit.

Following up on my comments from yesterday: please do not burden future budgets with expensive arterial road maintenance and use constrained funding for projects that provide the most bang for the buck: transit and bike/ped/multimodal transportation.

Send light rail to elgin! Tired of the cluster thru manor. Concerned elginite.

Speaking only for the Allandale area in Austin, some proposed changes have obviously not been designed by anyone who has spent any time seriously observing and closely experiencing the day to day realities of traffic movement and constraints in our area. All plans seem to be drawn up by total newcomers who are attempting to apply scenarios that work well in entirely different cities such as Portland, Boston, Spokane, and so forth. The designers seem not to have family obligations such as children or aging relatives (or bodies) to transport here and there, or jobs or activities at a great distance from home. The designers are not giving thoughtful consideration to the very real problems and concerns of citizens.

QUIT SLAUGHTERING SLAUGHTER LANE. THERE ARE REAL IDIOTS DOING THE PLANNING.

Idiots.

Travis County needs to MAN UP and make those hard choices and get on with it. Continuing to try to please everyone has already got the county behind the eight-ball.

Answer this one question

All the crap being done to Slaughter lane is being done by really stupid communist Democrats that work for Austin and Travis county.

Wished I could have a raise like that

Do not mess with Old Spicewood Springs road.

Needs to be done in the next 5 years this will woefully out of date within 5 years.

No more unused bike lanes. I think I e seen two bike on the multi million dollar MOPAC bridge.

Consider the Hamilton Pool Road corridor.

When does the survey close?

First let's make sure that the already-developed incorporated areas have access.

Steiner Evacuation Route - Please consider making Route F outbound only

Prioritize transit options at Four-Points

Prioritize extension of the 45 toll road down the existing 620 roadway to just south of 2222

Before 2045 install PUBLIC TRANSPORTATION like everywhere in the world, this will help already today to reduce the traffic instead of spending a lot of money for unuseful road

The evacuation route needs to go from Quinlan to River Place on 2222, not to 620

Think about using the shoulders as bus only road in congested areas

County should pursue a partnership project with TxDOT on 2222 to alleviate congestion. UNTil there is another east west corridor nothing is going to alleviate traffic problem on 2222.

Evacuation route into and out of River Place, Rover Place Blvd. is bordered by the WUI. A wildfire will completely cut off the evacuation route when it occurs. What can be done to widen Blvd. for more capacity or provide alternate route

The southern Walnut Creek Trail extension where it crosses (@ Daffan) Decker (3177) needs a crossing light for safety

Austin/Travis need carpool lanes. We are out of step. Our model is one person per vehicle. It's not environmentally friendly or economically smart.

I support the partnership with TxDOT on FM 3238.

It would be great to see more road diets and complete streets for bicycles and peds in Travis County as we work to move people, not just cars. Streetsblog.org is a great resource of planning examples and successes.

Maintenance on the TC section of Broadie Lane is horrible, north of the Lowe's. Road is really rough and no striping, Both City of Austin sections and Sunset Valley sections are fine.

Proper Transit oriented investments for density and conservation in Eastern County corridor.

How can we work with TC TDP to get transit services to the Manchaca South area in TC?

Lives in Sarah's Creek Neighborhood in unincorporated TC, near Pflugerville. Wants sidewalks along 1825/Pecan Street in that vicinity. She and her family moved here from Boston 2 yrs ago and she does not drive, only walks and takes the bus.

Control of limits permits for condo in Manchaca and FM. Ben white- no green, no clean air

Rail/rail/rail

After reviewing the Travis County Transportation

Blueprint, I support all of the Active Transportation improvements in the document.

I do not support the Pedernales River Bridge or the

Colorado River/Lake Travis/Lake Austin Bridge - neither of these projects are appropriate at the costs they will incur.

There are very few people who live west of the Pedernales

River crossing on Hamilton Pool Rd - I don't think the county should be subsidizing land speculators or developers who want to build west of the bridge. The current crossing can handle

the current traffic easily. If people

would slow down, then we would not see the crashes that are reported. I can tell you right now there is no good

crossing of the Colorado River or Lake Travis or Lake Austin. You would have to condemn houses or build right through preserves/parks and then when you consider the cost, it doesn't

make any sense to even consider it. Even

studying this is not worth the cost - just use common sense.

Thank you.

Tom Thayer

Hi,

I'm reviewing the Travis Country Transportation Plan

(<https://www.traviscountytexas.gov/tnr/transportation-plan>), and Arterial C as drawn goes right through my backyard (please see attached). Can you please explain?

Mr. Watts,

Thank you for your reply, this is an enormous relief. Obviously, I'm not in favor of anything cutting through anyone's yard, and selfishly, particularly not my own, but as I'm sure you are aware, our neighborhood is in dire need of additional outlets and routes of egress. Currently, thousands of people are served by a single route in and out of our area, which is more often than not a single west-bound lane, with significant residential construction ongoing and the imminent opening of a 300-unit apartment building this summer. On a good day, it takes multiple light cycles just to exit onto the only east-west route into central Austin and then upwards of an hour to travel the 10 or so miles to the closest retail, medical, or entertainment options. My fear is that on a bad day, for instance following a disaster requiring swift evacuation, or even if a single car stalls at an inopportune time on the only outbound lane, thousands of people would be trapped with no alternate route of escape. Being located so closely to the Colorado River and to Bastrop, recent natural disasters are still quite fresh in our minds. To compound this issue, we are not currently served by any regular public transportation services either. We live in frustrating and precarious situation, which sometimes feels not unlike a tinderbox, and any relief we can be provided would be welcomed beyond words.

Gratefully,

Karla

David

Good afternoon. Attached are the meeting minutes from June 5, 2018 where we first talked about showing Harold Green extending to Burleson Road. As you can see in the notes Charlie Watts was present in the meeting. Speaking as a citizen, I hope that the County can show this on your plans. I am afraid that you will put a tremendous amount of pressure on 969 without it. Development is likely to continue north of the Colorado River and south of 969, so having another way to get to SH 130 seems to make sense.

Please let me know if you have any questions.

Thanks

Steven

Steven Spears, FASLA, AICP, PLA

Bus Service in Creedmoor - We have no service in this part of county. I feel like the red headed step child.

I am writing to implore you to listen to the voices of the people who reside in Walnut Place and keep our neighborhood a neighborhood. I am VERY concerned about the development going in immediately to the west of my property (I live at 3308 Ferguson Ln right at the corner of Ferguson & Samson) and the proposed development of Rundberg/Future Ferguson Ln Expansion that would expand Ferguson Lane to a 4 way, divided road and cut right across the private property that is behind my house. This is all to behoove Hillwood Development who will then lease/sell it to a large-scale trucking company with absolutely no benefit to the neighborhood.

Regarding the Ferguson Lane expansion, being that I live at the intersection of Ferguson Lane and Samson Road, I see firsthand, daily how terrible the traffic already is here. People speed and blow through that 3 way stop all the time, day and night. Expanding Ferguson Lane, putting an extension there and increasing the speed limit will be tragic for our area. I am amazed every day that someone has not already been killed or severely injured at this intersection and doing this expansion would increase those odds.

If this development is unavoidable, the residents of Walnut Place would like to see existing roads used to meet up with Arterial A. Specifically using Tuscany Way/Sprinkle Rd. and proceed north to Cameron Rd/Goose Rd. I have attached 2 site maps so you can see what the developer has proposed to Travis county (running straight through our backyards) with our revisions for an alternate route using the existing roads and minimizing going through private property. Also, we propose another alternative building plan on the developer's property that would move it over to the west side away from the residents (their site plan is attached). I have attached the site plan that the Amerie's have in the works for their property so you can see how destructive this would be to them and their 2 adjacent neighbors. You will see just how close the developer plans on intruding into our residential area.

Talks with the developer and Travis county have been going on for 8-10 months, keeping us in the dark, and now Hillwood Development, who insists that Travis County has approved their proposed plan, is pushing to get this approved and underway in the next 3-4 weeks. The neighborhood literally just found out that the property to my west had sold and was being developed 2.5 weeks ago.

Please consider how important it is to the Walnut Place Neighborhood Residents opposing this development, the expansion of Ferguson Ln and running roads through private property for the sole benefit of Hillwood Development and a trucking company/depot. I have no doubt you would not want this to happen to you in your residential community.

The sanctuary of our homes and peace of mind are at stake with this development and I thank you in advance for your time and consideration in helping us maintain our neighborhood.

Please confirm receipt of this email.
Mr. Watts,

Thanks again for coming to speak at our neighborhood meeting a while back. Although we still have yet to hear of anything official, our neighborhood association has formulated an initial response to the Hillwood Development/Ferguson Ln Extension. The letter attached to this message, which clearly states our position, also went out to Jeff Travillion and Sarah Eckhardt. We hope to hear something soon from your group about the status of this project, and reiterate our desire to participate in the conversation as soon as possible.

Dear Ms. McDonald,

My name is Nick Schnitzer, and I write to you on behalf of the Walnut Place Neighborhood Association Board of Directors. Our neighborhood is located at 290 and Springdale Rd. We recently became aware of a commercial development near our neighborhood that will likely have a critical impact on our quality of life. I have detailed the situation in a letter drafted to Jeff Travillion, which I have attached to this email. I humbly ask that you consider the situation and weigh in wherever appropriate. We residents are doing our best to participate in the discussion, and we hope to count you as an ally in our fervent attempt to maintain the health and safety of our community. This same letter has also been sent to Judge Sarah Eckhardt, State Representative Celia Israel, as well as Charlie Watts and his team of county officials already working on this issue. I thank you for your time and service to our community. If you have any questions or concerns, please let me know.

Do they take into consideration the traffic problems before they build?

Why do they keep taking the existing highways and making them into tollways? Bicycle lanes are causing major problems. Makes more congestion for the cars.

Why do we always have the same solutions? Why don't we try a monorail?

Does the county have plans to work with all the city councils to build loop highways around the cities. We need to look at different areas in town, and look at the population increase in certain pockets. We'll have to deal with a continue flow of people coming into the Austin area. This needs to be taken into consideration when talking

Would Travis County partner with Capital Metro to consider bus service on holidays, like the 4th of July, to Pacebend Park?

Live in Chimney Hill town homes - traffic is very bad. Difficult to make the turn to get home. What will be done going out 290 East?

I'm not in favor of us giving funds to another agency. We need to keep those funds in the county.

Almost every city in TX has a single loop without tolls. We have yet to complete a single loop. We deserve our first loop without tolls.

Will they be widening Old San Antonio road to four lanes, and if yes, when?

When will the Harold Green road extension be started?

Do you have a personal perspective on the traffic in the county?

Is there any plan to relieve the traffic congestion in Manor?

There are undeveloped roads that could act as arterials to bypass 620 and reduce traffic, but the county hasn't paved them. Is that an option?

Leaving her options open.

Why my taxes are based on what someone else can afford to pay for my property?

I'm in the Edinburgh Gardens subdivision. Our jurisdiction changed from the sheriff's office to the police department. There have been several robberies and we need a stronger police presence.

They want to re-do the first bridge off of 360. There's a park on the road and there's no parking enforcement.

Clear routes

Traveling to Manor from Pflugerville is starting to get real difficult

Concerned with keeping bike lanes clear of debris (weeds, branches, shrubs). Especially along Wells Branch

Traveling to Manor to Pflugerville needs improvements

Go on the 620 project. Go on Nameless expansion. Study Lago to Hudson Bend bridge to relieve 1463 volume

Singleton Bend Rd - Cow Creek by Balcones wildlife Preserve - Needs Bridge

Lohman's Ford - Smooth roads after new pipes

1. Lucky Hit road near hill country, (beginning of road) Many "Previously fixed" potholes coming up, ugly, maybe danger if break up too much. I'm sure there are others in Sandy Creek. 2. Red dot on active transportation projects questioning bike and walk paths through private property. Need to check in with residents regarding details. 3. Dos Amigos and Lago Ranchos roads . Just go look at East end of damn drive(E. of light at Lohman) and keep driving. 4. Any input from Sandy Creek regions on Next Door? Meet at Rand Mt Community Center?

NAME	ATTACHMENTS	DATE RECEIVED
Connie Cude	6 (See below)	June 26, 2019 10:28 AM

COMMENT

I am writing to implore you to listen to the voices of the people who reside in Walnut Place and keep our neighborhood a neighborhood. I am VERY concerned about the development going in immediately to the west of my property (I live at 3308 Ferguson Ln right at the corner of Ferguson & Samson) and the proposed development of Rundberg/Future Ferguson Ln Expansion that would expand Ferguson Lane to a 4 way, divided road and cut right across the private property that is behind my house. This is all to behoove Hillwood Development who will then lease/sell it to a large-scale trucking company with absolutely no benefit to the neighborhood.

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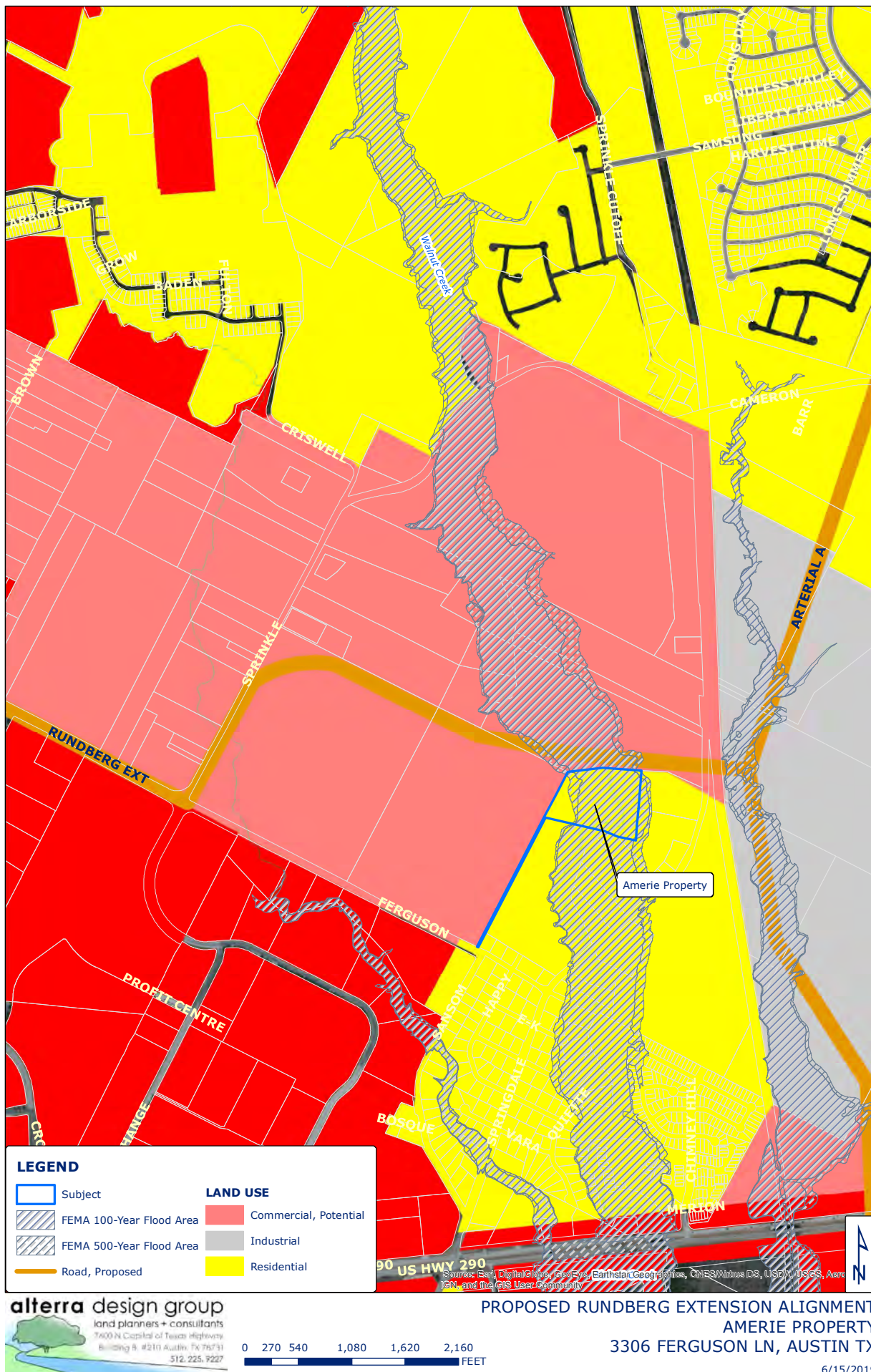
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Please confirm receipt of this email.

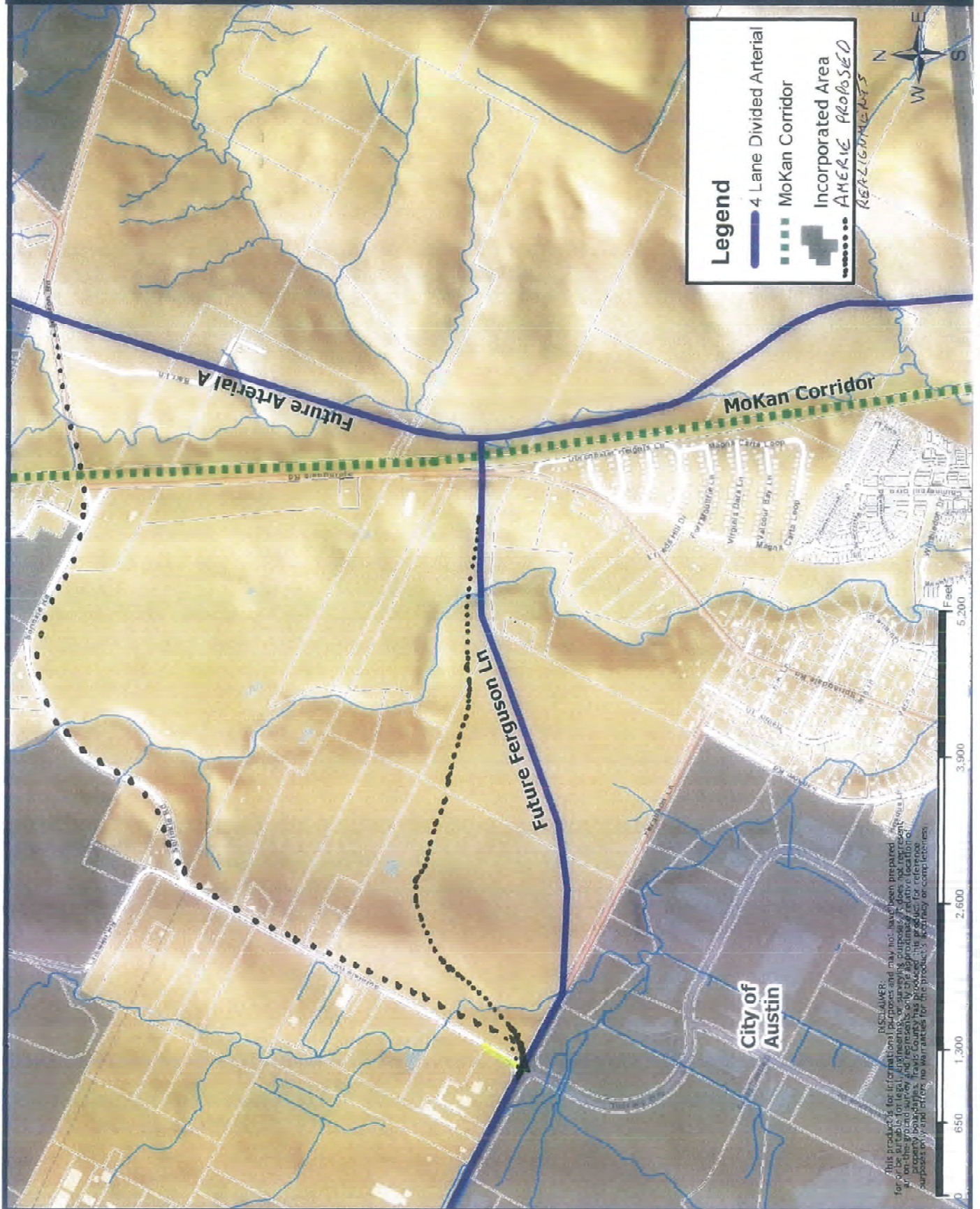
Sincerely,

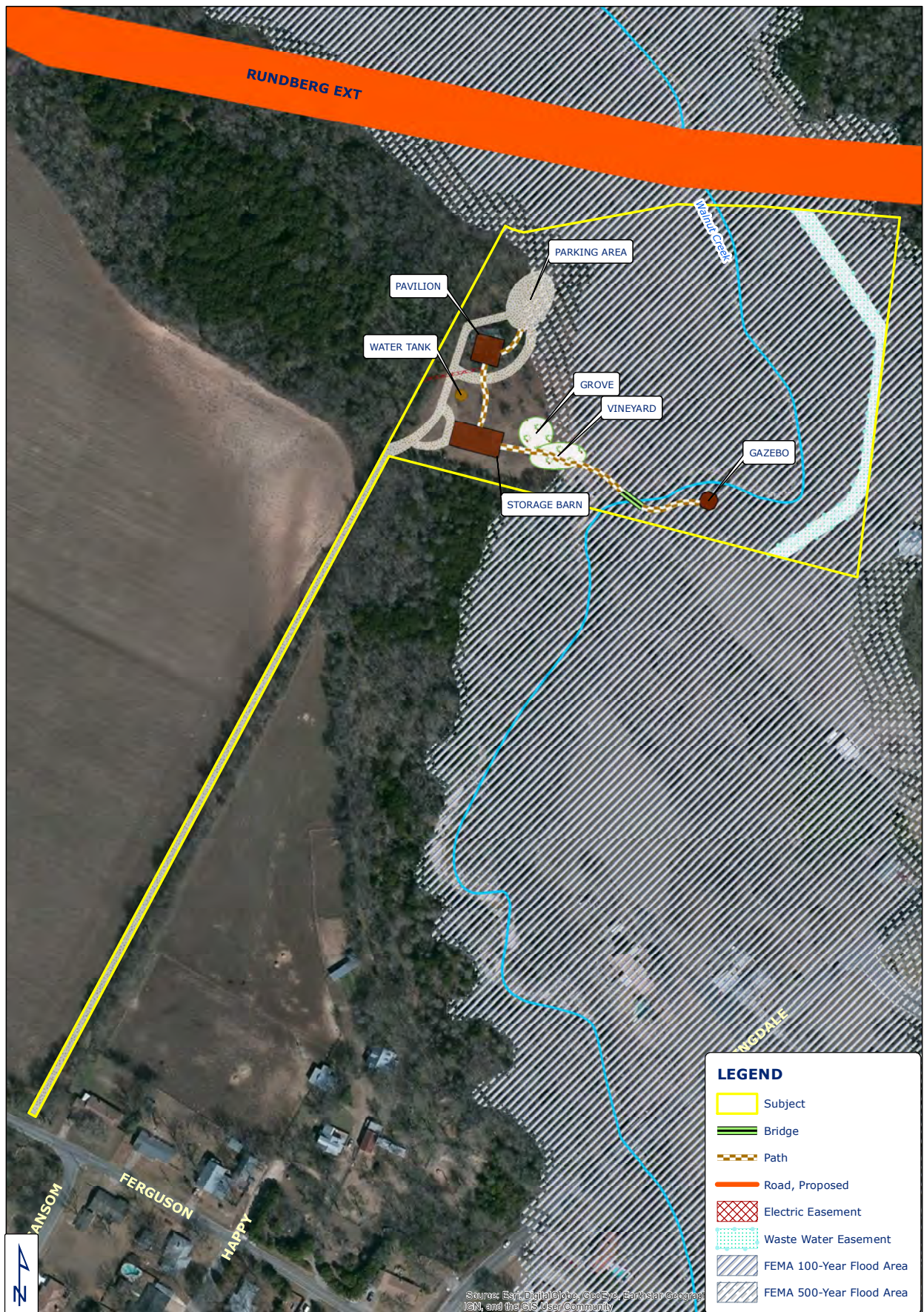
Connie Cude
Bradford Brothers Electric
1834 Ferguson Lane, STE 100
Austin, TX 78754
[REDACTED]

[illegible]



TRAVIS COUNTY TRANSPORTATION BLUEPRINT ARTERIAL ALIGNMENTS



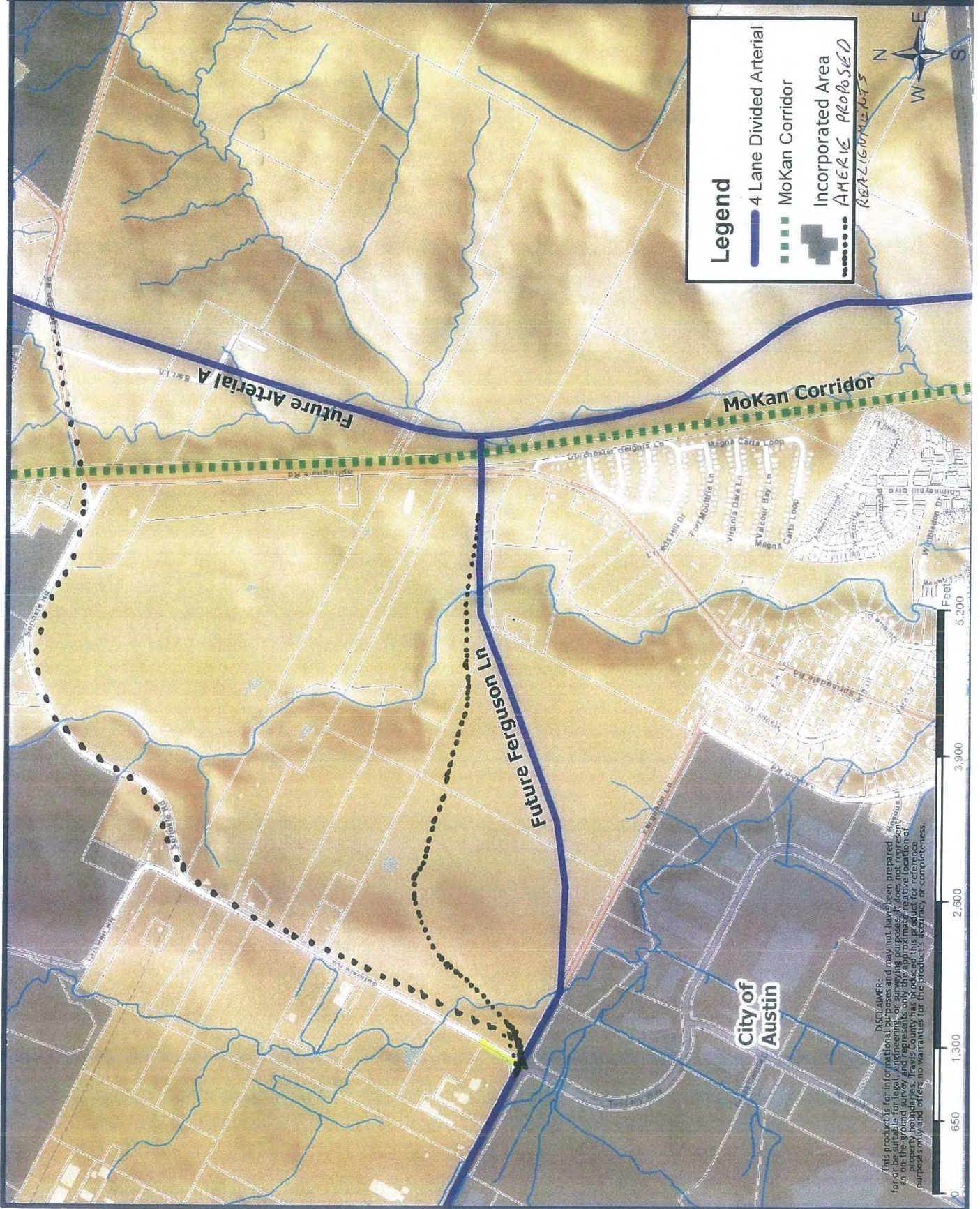


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR, and the GIS User Community

LEGEND

- Subject
- Bridge
- Path
- Road, Proposed
- Electric Easement
- Waste Water Easement
- FEMA 100-Year Flood Area
- FEMA 500-Year Flood Area

TRAVIS COUNTY TRANSPORTATION BLUEPRINT ARTERIAL ALIGNMENTS



NAME	ATTACHMENTS	DATE RECEIVED
Nick Schnitzer	5 (See below)	June 25, 2019 3:47 PM
COMMENT		

Mr. Watts,

Thanks again for coming to speak at our neighborhood meeting a while back. Although we still have yet to hear of anything official, our neighborhood association has formulated an initial response to the Hillwood Development/Ferguson Ln Extension. The letter attached to this message also went out to Jeff Travillion and Sarah Eckhardt. We hope to hear something soon from your group about the status of this project, and reiterate our desire to participate in the conversation.

Thanks for your support,

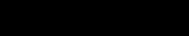
Nick

--

Nick Schnitzer

Principal

Big Bismuth



BigBismuth.com

Instagram

Design | Build | Impact

June 25, 2019

The Honorable Jeff Travillion
Precinct One
Travis County
PO Box 1748
Austin, TX 78767

RE: Ferguson Lane Extension Roadway Project, CAMPO MPO ID 51-00089-00

Dear Commissioner Travillion,

This letter is written on behalf of the Walnut Place Neighborhood Association (WPNA) Board of Directors and outlines the Association's concerns related to proposed roadway development of Ferguson Lane between Cameron Rd. and Arterial A, hereinafter referred to as the Ferguson Lane Extension.

Originally there existed a plan to extend Rundberg Ln to Arterial A. We understand that this plan was abandoned for a variety of reasons in favor of a more expedient strategy; thus becoming the current Ferguson Ln Extension proposal. Ferguson Lane is an East/West, two-lane road, which begins at Cameron Rd. and terminates at Springdale Road. Plans to develop Ferguson Lane from Cameron Rd. to [the proposed] Arterial A are longstanding and familiar to the WPNA Board and neighborhood residents at large. Publication of proposed roadway alignment plans are included in the CAMPO Plan and Travis County Transportation Blueprint. Both plans route Ferguson Lane through two large parcels of undeveloped land northwest of the Walnut Place neighborhood and protect residential areas (Exhibit A). The county has also committed not to construct the Ferguson Ln Extension until Arterial A has been built, which even by the county's best estimates are still many years out [pending approval and funding]. This critical road would serve as the largest capacity North/South roadway connecting Hwy 290 and points north. Without it, Springdale Rd is the proximate North/South connector and would remain so for many years to come. Springdale Rd and Ferguson Ln connect within our neighborhood, and these two county roads are tasked with moving an increasing number of people, vehicles, and pedestrians.

As our neighborhood is bound on multiple sides by industrial and commercially zoned properties, the associated truck traffic has long been a problem. Although the neighborhood and county have worked together to implement speed-reducing roundabouts and truck restrictions, enforcement of these regulations is relatively non-existent. As more properties are rapidly being developed and rezoned, the traffic burden continues to increase exponentially.

On April 4, 2019, a Walnut Place landowner learned by chance that Redventure (the commercial property owner's representative) had been working with various county officials to develop the two parcels of land on which the proposed Ferguson Ln Extension lies. Their plans call for 1.2 million square feet of industrial warehouse as well as the rerouting of the proposed Ferguson Lane Extension in a manner incongruous with our adjacent residential neighborhood. An Open Records Request recently revealed that communications began in earnest in October 2018, and have since led to at least seven iterations of modified roadway alignments, the latest of which being the most intrusive on multiple levels.

Upon becoming aware of these plans, the WPNA Board independently requested a meeting with Charlie Watts (Planning Project Manager w/ Transportation and Natural Resources) in order to learn about current plans. On June 13, 2019, members of our neighborhood association board met with Mr. Watts, as well as Andrew Betit (Traffic Engineering Division Manager), Anna Bowlin (Development Services Division Director), David Greear (Asst. Public Works Director), Teresa Calkins (Sr. Engineer w/ Development Services). This team informed us that Redventure and the Hillwood Development Company had been working with them for many months on site plans, including alternate roadway alignments. When asked why our neighborhood and any would-be affected property owners had not been notified of these plans, Anna Bowlin responded that since nothing had yet been formally submitted, there was no legal obligation to notify anyone. Later in the meeting, David Greear stated that all previous communications with Redventure and Hillwood dealt solely with technical aspects of their proposed site plan, including the section of roadway on their property that would connect to the future roadway development project in question, aka the Ferguson Lane Extension. The county officials assured us that upon submittal of a formal application, they would surely seek feedback from any and all interested parties and give ample time to consider all viewpoints. To date, we have yet to be notified of anything official or invited to present our views, yet it appears as though the time has come to state our position.

The WPNA Association firmly opposes Hillwood's proposed modifications. The most recent roadway alignment (Exhibit B) put forth by Hillwood would negatively affect our neighborhood and the surrounding environment in many ways. They include:

I. Location of Roadway

Hillwood's proposed relocation of the Ferguson Ln Extension comes alarmingly close to our neighborhood and will adversely impact traffic, health and safety of Walnut Place residents, and home values.

II. Exclusion of Homeowners

The WPNA Association firmly opposes city and county officials allowing modification to proposed roadway alignments to suit private development interests without consultation of potentially affected parties. Although no approval has been granted to Hillwood, the developers have a distinct advantage from the ongoing communication and feedback from city and county officials.

III. Impact

A. Traffic

Walnut Place cannot withstand the impact of a four-lane roadway adjacent to residences. Open Records document note longstanding traffic issues in the neighborhood and suggest that the expansion should occur “north of residential development along Ferguson Lane and in the Walnut Place neighborhood to eliminate existing truck traffic problems.” Existing traffic restrictions have not been enforced by the Sheriff’s Department, despite signage prohibiting thru trucks.

B. Environmental

The roadway would transect the Walnut Creek Watershed and floodplain and terminate near the Austin Community Landfill. Per county officials, an environmental impact study is unlikely. An environmentally sensitive area with high risk for increasing stormwater runoff, water contamination, noise, and disruption to wildlife should be appropriately and thoroughly studied prior to construction.

C. Flood Vulnerability

As our neighborhood lies between multiple creeks and watersheds, Walnut Place homes have suffered substantial flood damages for many years. When considering the impacts of additional impermeable cover imposed by the warehouse development alone, the displacement of water is clearly a major factor on this site. Hillwood’s proposed placement of the Ferguson Ln Extension adds another level of unnecessary risk to an already challenging situation.

ALTERNATIVE PROPOSALS

The Association’s preferred alignment hearkens back to the original Rundberg Extension, as this would avoid our neighborhood entirely. We realize that this option is not currently on the table, yet in any case, the WPNA Association requests that officials reject the Hillwood proposal and select a route that minimizes:

- Commercial traffic through our neighborhood
- Health and Safety risks to residents

- Increased noise/light pollution and vehicle emissions
- Environmental impacts

The WPNA Association strongly supports an alternative alignment (Exhibit C) that would expand existing roadways along Sprinkle Road and Blue Goose Lane. This route is superior to the Hillwood proposal in that it:

- Utilizes existing roadways, offering an easier path towards expanded right of way
- Makes geometric sense, in relation to Tuscany Way as the most proximate existing North-South roadway of similar capacity and intent
- Connects to existing commercial properties with expressed interest in expanded roadways
- Avoids residential areas completely and minimizes environmental impact
- Does not bisect or block access to private property or waterways
- Protects nearby residential areas from adverse effects

Although to a lesser extent, the WPNA Association would support an alignment (Exhibit D) within Hillwood's property, travelling northeast through their property, crossing Walnut Creek, and connecting to Arterial A. This route is superior to the Hillwood proposal in that it:

- Likely falls within the radial zone of allowable movement (as specified in the existing CAMPO plan) without having to get county-wide approval for redesign
- Crosses the fewest number of private properties and waterways
- Is farthest away from residential areas while still residing within Hillwood's property

In conclusion, the WPNA Association does not oppose all development in our area, but rather wishes to see smart development that optimizes outcomes for residential and commercial interests alike. We thank you for your critical support of our collective interests and look forward to sharing our views with you in person, as soon as possible.

Sincerely,

Nick Schnitzer
President
Walnut Place Neighborhood Association, Board of Directors

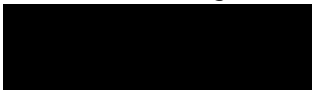
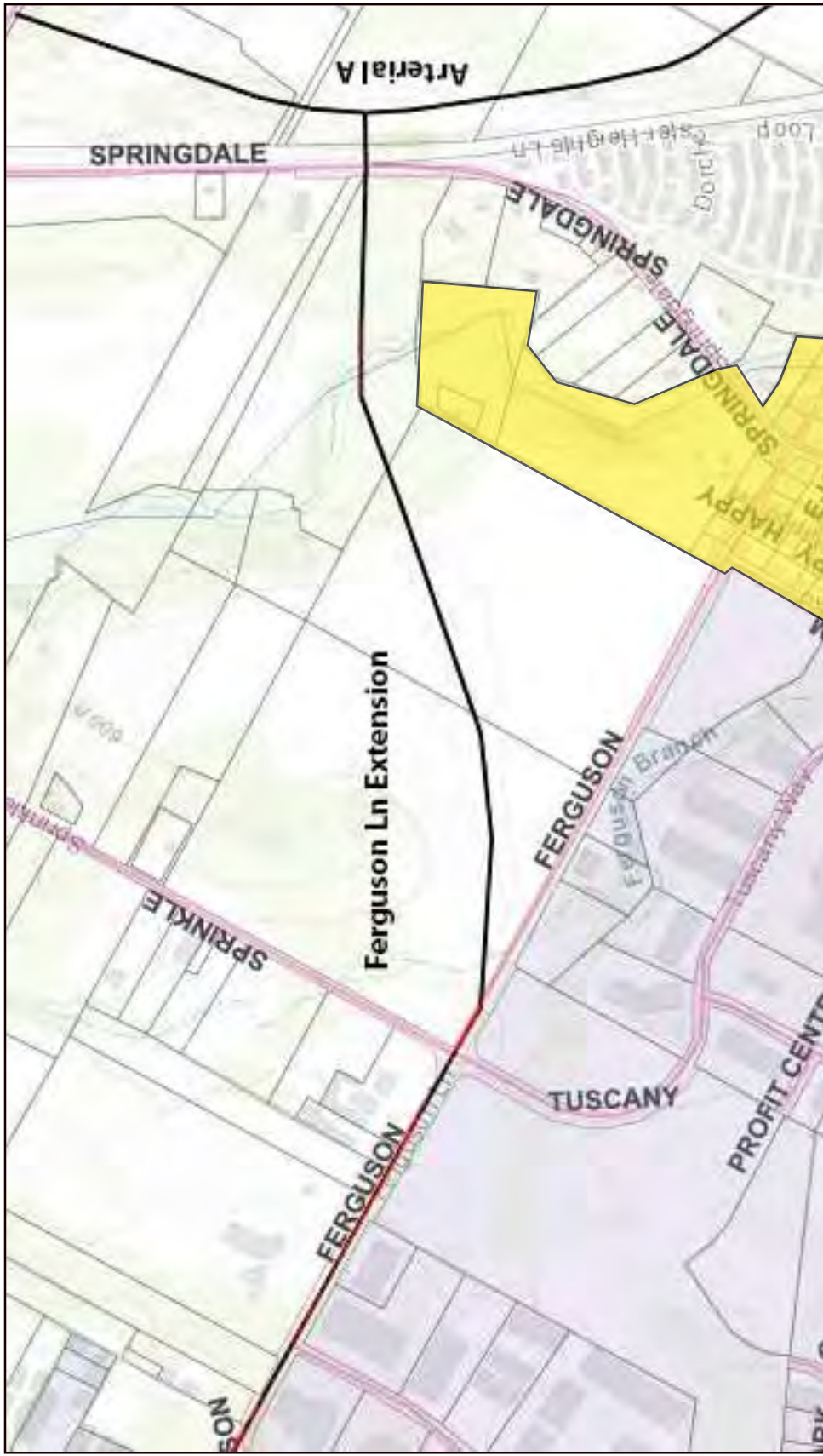
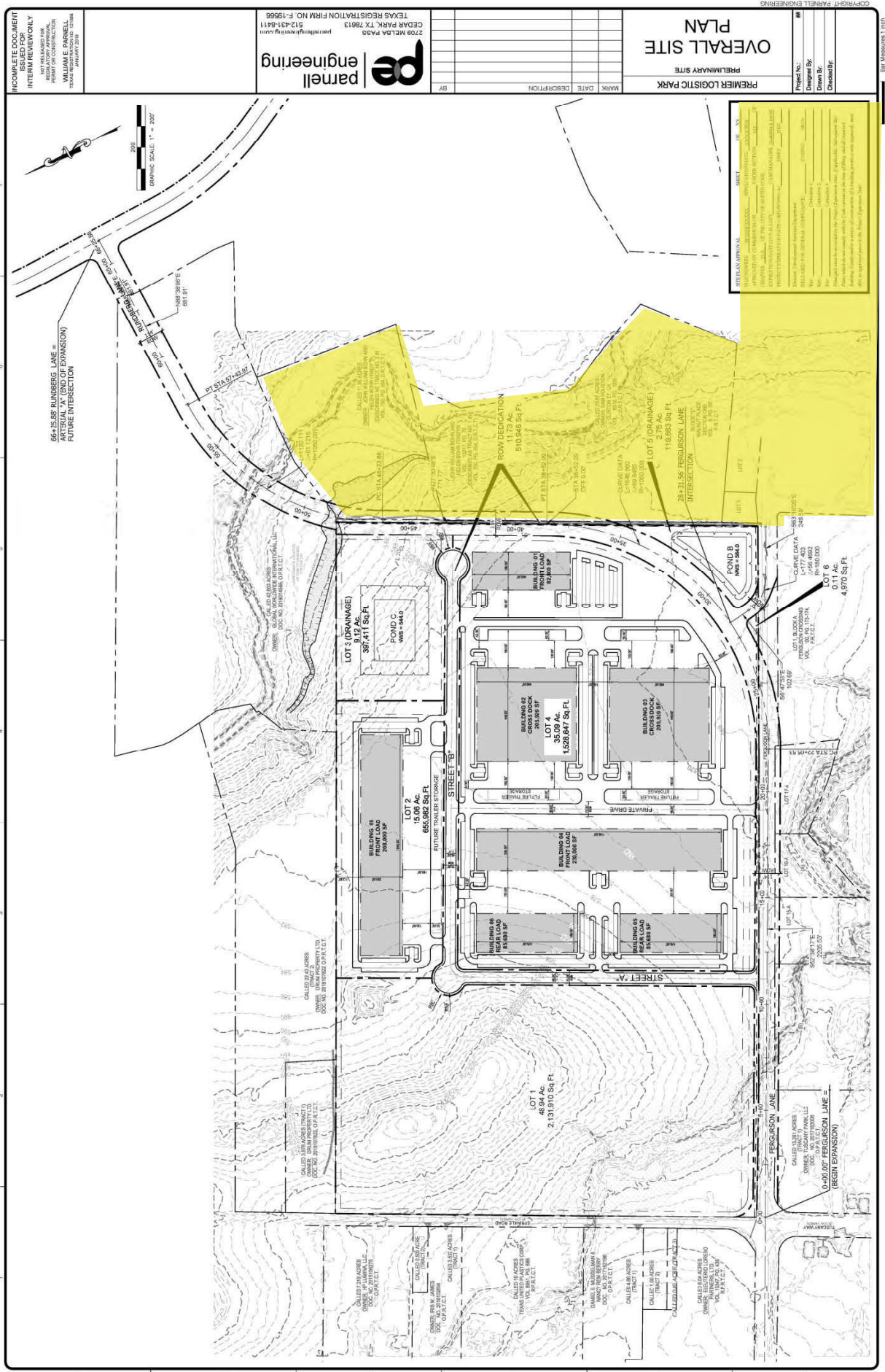


Exhibit A



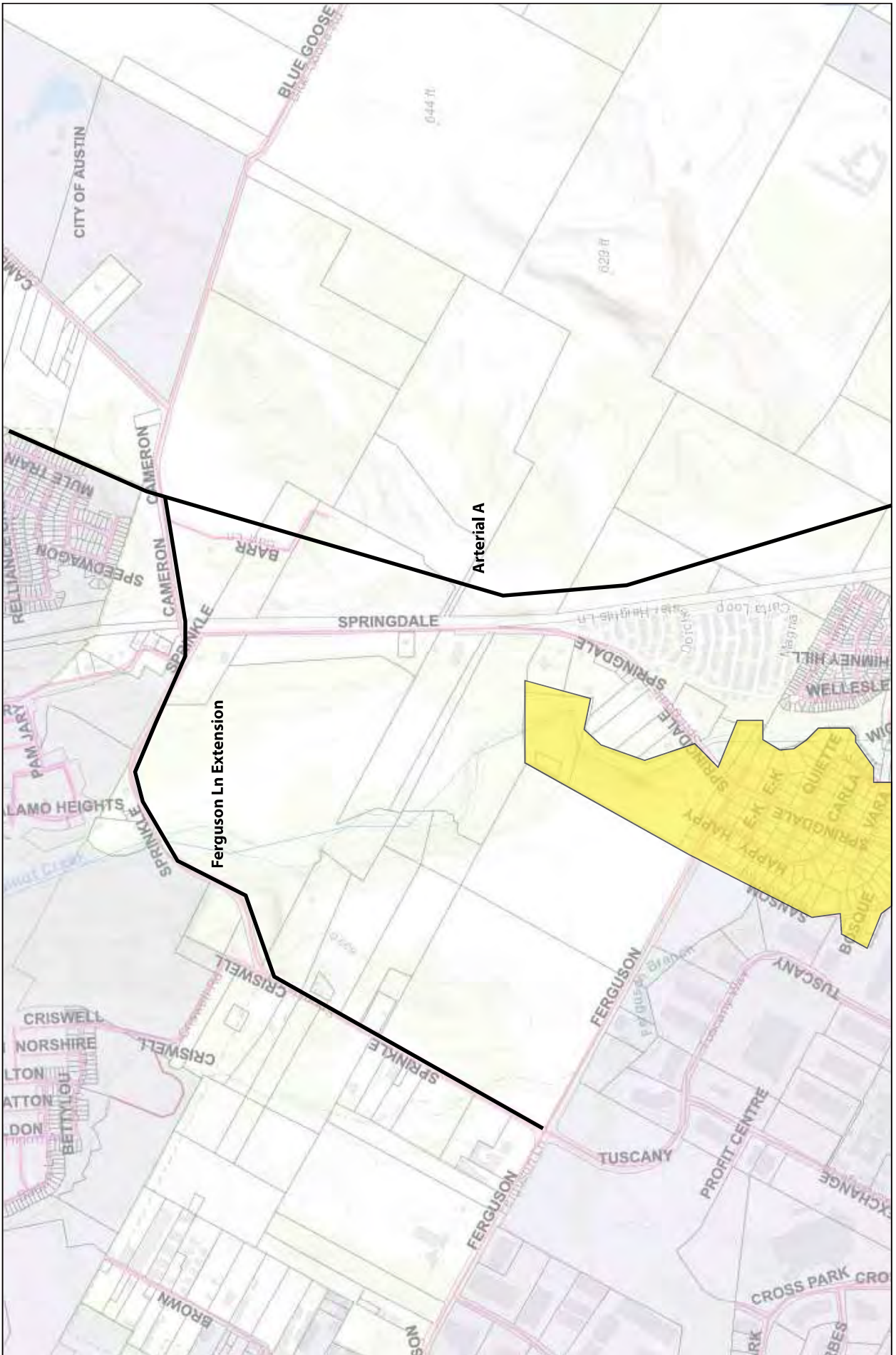
Walnut Place neighborhood

Exhibit B



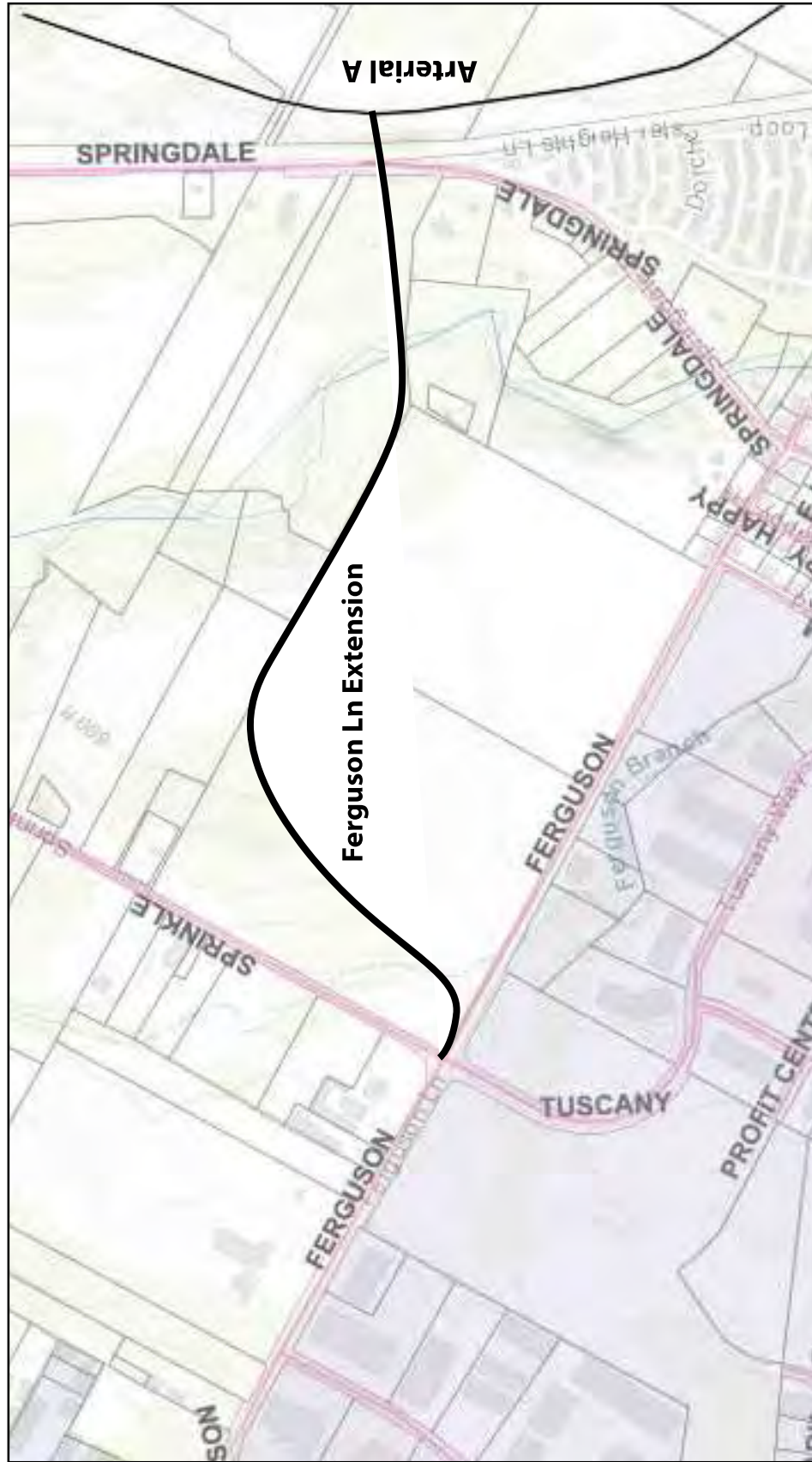
Walnut Place neighborhood

Exhibit C



Walnut Place neighborhood

Exhibit D



Walnut Place neighborhood

Bicycle Advisory Council (BAC) Recommendation:

Recommendations regarding Travis County projects

WHEREAS, the purpose of the BAC is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, Travis County is in the process of revising and adopting the 2045 Travis County Transportation Blueprint (TCTB) which is being developed in coordination with the other 21 cities and jurisdictions in the county, including the City of Austin;

WHEREAS, the Travis County Transportation Blueprint (TCTB) includes an active transportation program that identifies, prioritizes, and builds bicycle, pedestrian, and trail improvements on and off County roads;

WHEREAS, Travis County has a Bicycle Safety Task Force formed by the Travis County Commissioners Court, and this Bicycle Safety Task Force has made specific recommendations for bicycle infrastructure;

WHEREAS, Travis County has asked for public input on all aspects of the Transportation Blueprint before presenting the Transportation Blueprint to Travis County Commissioners Court for revision and approval in mid-2019;

WHEREAS, through the phenomenon of induced demand, road widening is a costly and ineffective way to address congestion and instead leads to increased pollution, crashes, fatalities, and serious injuries, sprawl, damage to pristine countryside, and vehicle miles traveled;

NOW, THEREFORE, BE IT RESOLVED, the Bicycle Advisory Council (BAC) generally supports the recommendations made by the Travis County Bicycle Safety Task Force;

BE IT FURTHER RESOLVED that the Bicycle Advisory Council (BAC) recommends that Travis County approve the remaining Bicycle Safety Task Force Recommendations presented to the Travis County Commissioners Court on 5/3/2016, as listed on the Status of Bicycle Safety Task Force Recommendations dated May 22, 2019 ([May 2019 Status of Bicycle Safety Task Force Recommendations](#)). These recommendations include:

- approving the Task Force's Freewheel and Spoke bicycle route system
- approving a Bicycle/Pedestrian planning position
- developing a Travis County Bicycle Master Plan
- adopting policies that put bicycle and pedestrian transportation "on par" with vehicular transportation
- amending the subdivision design standards and the CIP design standards to include standards for the design of bicycle facilities, and
- developing a "Vision Zero" policy;

BE IT FURTHER RESOLVED that the Bicycle Advisory Council (BAC) recommends that Travis County continue to integrate bicycle/pedestrian facilities into design and budget of all new and improved county roadways and county capital improvements projects, and to continue to integrate bicycle safety into the County's traffic safety program

BE IT FURTHER RESOLVED that the Bicycle Advisory Council (BAC) recommends that Travis County adopt National Association of City Transportation Officials (NACTO) design guidance;

BE IT FURTHER RESOLVED that the Bicycle Advisory Council (BAC) recommends that Travis County put an emphasis on building separated and/or protected bicycle facilities;

BE IT FURTHER RESOLVED that the Bicycle Advisory Council (BAC) recommends that Travis County addresses the top transportation concerns, as identified during the public engagement phase, by prioritizing solutions that emphasize increasing transportation options (bus service, shared use paths, etc.) and including and improving multimodal road accommodations;

BE IT FURTHER RESOLVED that the Bicycle Advisory Council (BAC) recommends that Travis County require that all new subdivisions and developments are designed to include connectivity to surrounding neighborhoods and developments for bicyclists and pedestrians;

BE IT FURTHER RESOLVED that the BAC recommends that road widening projects add capacity only for bicycling, walking, and transit-only lanes, and that no project adds new lanes for automobile use;

BE IT FURTHER RESOLVED that the BAC recommends that all projects are reviewed based on fiscal sustainability analysis that determines whether an area's tax base can meet long term infrastructure maintenance costs.

Date approved: June 18, 2019

Vote: 6 – 0 with Alcorn and Ortega absent

Attest:

A handwritten signature in black ink, appearing to be 'K. Flowers', written in a cursive style.

Kathryn Flowers, BAC Chair

HANDOUTS AND EXHIBITS

English Paper Survey

TRAVIS COUNTY
TRANSPORTATION BLUEPRINT

SURVEY

Does the draft Transportation Blueprint reflect your transportation needs and priorities?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

Are there any additional comments you would like to share with us about the Transportation Blueprint?

What is your zip code? _____

What zip code do you work or attend school in? _____

Do you live inside or outside city limits?

☐ Inside ☐ Outside

How did you hear about this public engagement opportunity? Please check all that apply.

<input type="checkbox"/> Email	<input type="checkbox"/> Print Advertisement	<input type="checkbox"/> Friend
<input type="checkbox"/> Phone/Text	<input type="checkbox"/> Online Advertisement	<input type="checkbox"/> Community Meeting or Event
<input type="checkbox"/> Social Media	<input type="checkbox"/> Radio	<input type="checkbox"/> Other
<input type="checkbox"/> Blueprint Live Broadcast	<input type="checkbox"/> News Report	

Email (optional): _____



TRAVIS COUNTY
TRANSPORTATION BLUEPRINT

SURVEY

¿El borrador del Transportation Blueprint (Plan de Transporte) refleja sus necesidades y prioridades de transporte?

☐ Sí, totalmente ☐ De acuerdo ☐ Sin opinión ☐ Desacuerdo ☐ No, en absoluto

¿Hay algún comentario adicional que quisiera compartir con nosotros sobre el Transportation Blueprint (Plan de Transporte)?

¿Cuál es su código postal? _____

¿Cuál es su código postal donde trabajas o vas a la escuela?

70

¿Vives adentro o afuera de los límites de la ciudad?

☐ adentro ☐ afuera

¿Como se enteró de esta oportunidad de participación? Marque todos los que correspondan.

- | | | |
|-------------------------------------------------------|----------------------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> Correo electrónico | <input type="checkbox"/> Anuncio de impresa | <input type="checkbox"/> Amigo |
| <input type="checkbox"/> Por teléfono/Text | <input type="checkbox"/> Anuncio en línea | <input type="checkbox"/> Evento o reunión de la comunidad |
| <input type="checkbox"/> Media de comunicación social | <input type="checkbox"/> Radio | <input type="checkbox"/> Otro |
| <input type="checkbox"/> Blueprint Live emisión | <input type="checkbox"/> Informe de noticias | |

Correo electrónico (opcional): _____



Website

TRAVISCOUNTYTX★GOV

Directory ▾ Government ▾ Justice ▾ Business ▾ Resident ▾ Online Services ▾

Q

Translate

TRANSPORTATION PLAN

Transportation Blueprint

Overview

Programs and Studies

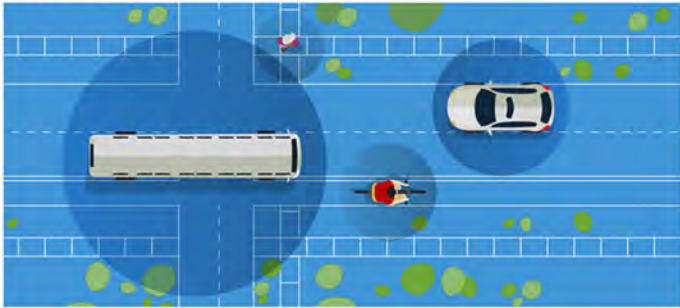
Projects

Public Engagement

Transit Development Plan (PDF)

You are here: Home ▸ Transportation & Natural Resources ▸ Transportation Plan

Transportation Plan



What's the Transportation Blueprint?

The **Travis County Transportation Blueprint (TCTB)** is Travis County's first comprehensive, countywide transportation planning document. It complements the planning work of other jurisdictions and agencies that contribute to our transportation system, while focusing on county-specific concerns. The TCTB is a fiscally constrained plan that defines priorities through 2045. It will be updated every five years and may be amended by the Commissioners Court as needed.

We've blended community input with technical data to produce a draft Transportation Blueprint—our plan for meeting the community's transportation needs in unincorporated areas of Travis County for the next 30 years.

TRAVIS COUNTY
TRANSPORTATION BLUEPRINT

Take the survey

• Español

• Recorded Broadcast

• Sign Up for Updates

Contact

Email us
or call (512) 854-7664

f

t

#travisblueprint

99

Exhibit Boards

TRAVIS COUNTY TRANSPORTATION BLUEPRINT

WHAT'S THE BLUEPRINT?

We've blended community input with technical data to produce a draft Transportation Blueprint—our plan for meeting the community's transportation needs in the unincorporated areas of this County for the next 30 years.

PROJECTS

County Roads

Create improved quality and safety on county roads through a mix of transportation projects. This includes safety improvements, resurfacing, and other projects to improve the quality of the road network.

Public Safety Projects

The Department will be working with the community to improve public safety through a variety of projects, including safety improvements, resurfacing, and other projects to improve the quality of the road network.

Active Transportation

As a transportation project, it is important to consider the needs of all users, including pedestrians, bicyclists, and people using mobility devices. This includes safety improvements, resurfacing, and other projects to improve the quality of the road network.

STUDIES

Travelation Study Area Analysis

The study area is defined by the county's jurisdiction and includes all unincorporated areas of the county. This includes safety improvements, resurfacing, and other projects to improve the quality of the road network.

Analysis of Roadway Conditions and Crossing Safety Study

The study area is defined by the county's jurisdiction and includes all unincorporated areas of the county. This includes safety improvements, resurfacing, and other projects to improve the quality of the road network.

Analysis of Roadway Conditions and Crossing Safety Study

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Pavement Analysis

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PROGRAMS

Commuter Benefits and Incentives

The study area is defined by the county's jurisdiction and includes all unincorporated areas of the county. This includes safety improvements, resurfacing, and other projects to improve the quality of the road network.

High Collision Locations

The study area is defined by the county's jurisdiction and includes all unincorporated areas of the county. This includes safety improvements, resurfacing, and other projects to improve the quality of the road network.

Transit Development Plan

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Innovative Technology

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Active Transportation

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Bridge Rehabilitation and Replacement

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Substate Improvements and Pedestrian Safety

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Local Water

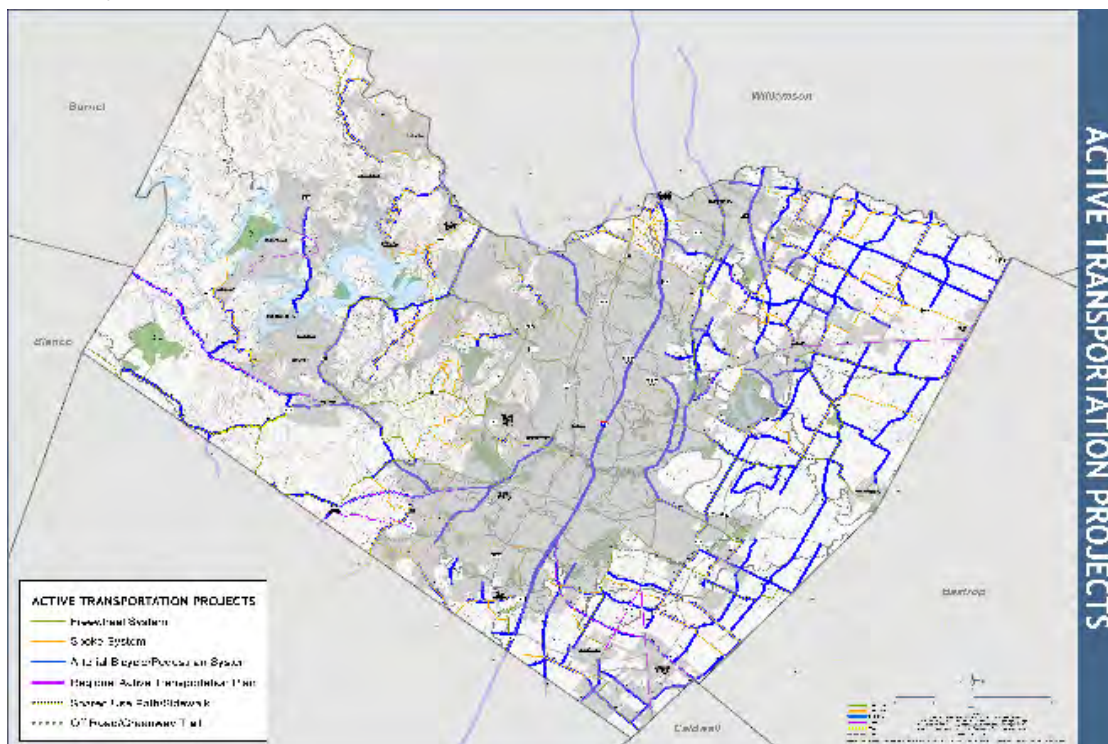
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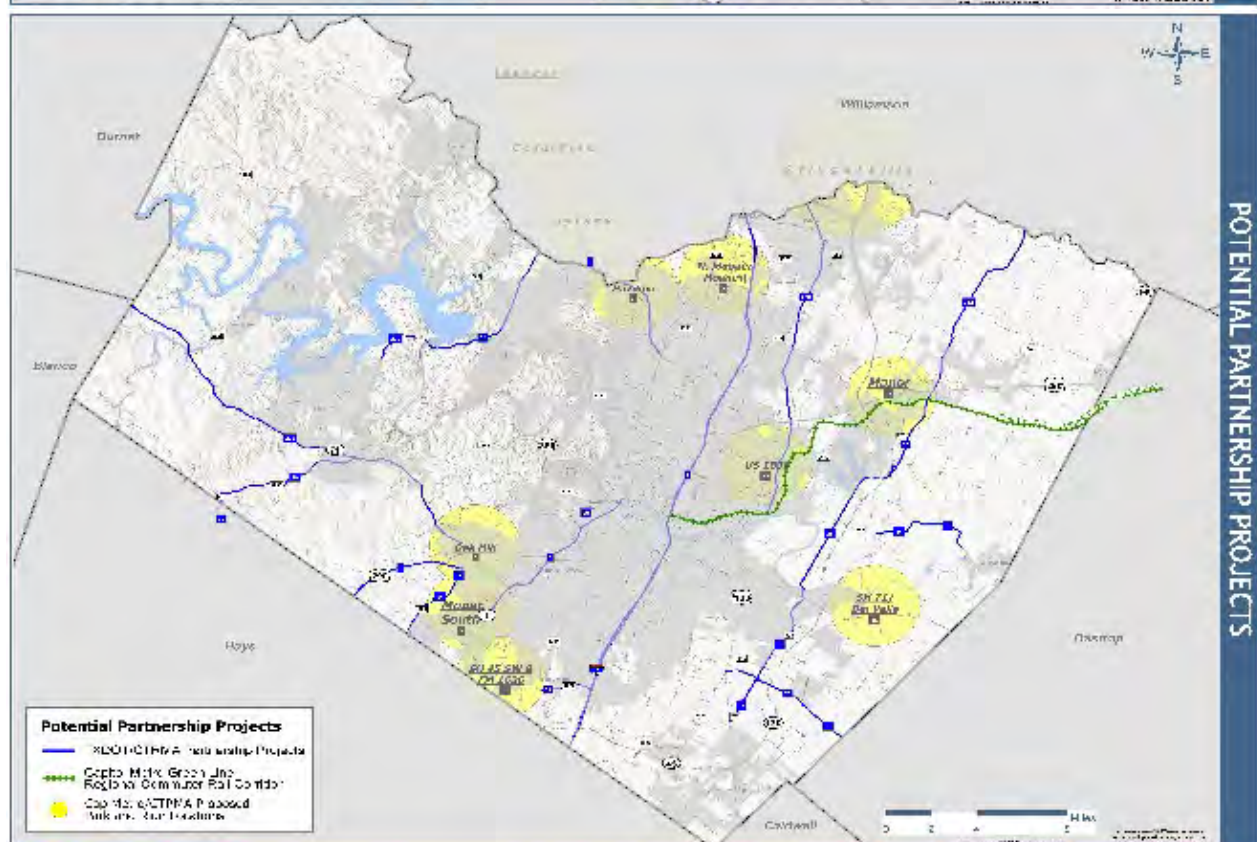
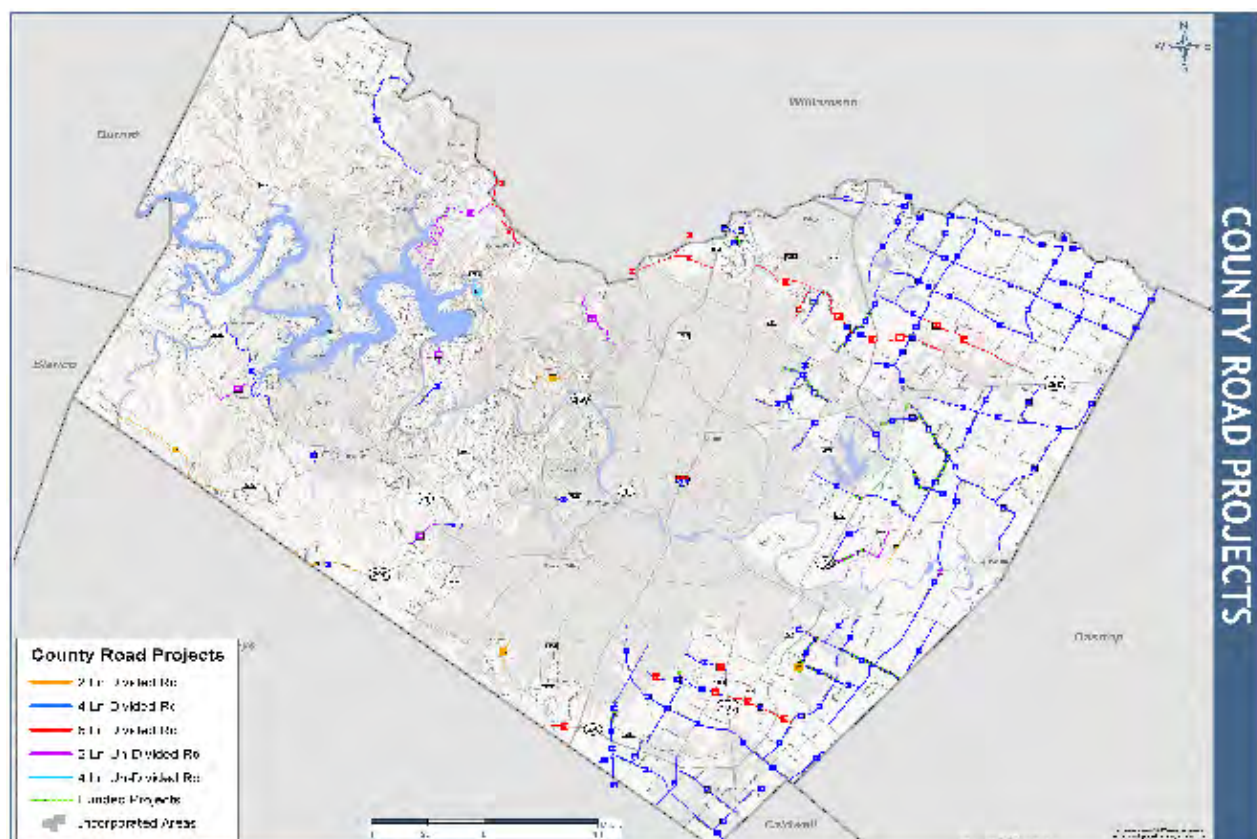
HOW DID WE DO?

Let us know you think.

We want to know how you think about the process and the results

Mapping Exercise Boards





TRAVIS COUNTY

TRANSPORTATION BLUEPRINT

Tell us what you think.

HOW DID WE DO?

We want to know how well our Blueprint addresses your transportation priorities. Did we get it right? How do we need to change? Have you noticed something we need to meet? Visit us online at www.traviscountytx.gov/blueprint to find a feedback method that works best for you.

Take the Survey

Go to www.traviscountytx.gov/blueprint to take our survey. We want to know how you think we did. It's free and it's easy. Visit us online at www.traviscountytx.gov/blueprint.

View A Recording of Our Blueprint Live Broadcast

We broadcasted our Blueprint live broadcast on Tuesday, June 14th, 2011. To view a recording of the broadcast, visit www.traviscountytx.gov/blueprint.

Get Email Updates

Send a request to transportation@traviscountytx.gov.

Reach Out to Host a Presentation

Attend an event or host a presentation. We'll be in the community collecting feedback through June 1st.

Travis County TX | www.traviscountytx.gov/blueprint | 817-854-7664 | transportation@traviscountytx.gov

TRAVIS COUNTY

TRANSPORTATION BLUEPRINT

WHAT'S THE BLUEPRINT?

We've taken our community input and created a plan to produce a comprehensive Blueprint plan for meeting the community's transportation needs in the most congested areas of the County for the next 30 years.

IN THE BLUEPRINT

Transportation Projects we can fund, design, build, perform, and implement over the next 30 years.

Studies that analyze specific transportation issues and evaluate potential solutions.

Programs that address congestion, safety, multimodal options, and technology.

VISION

A transportation Blueprint and a transportation system for Travis County that is safe, reliable, resilient, efficient, and equitable.

GOALS

With our Vision in mind, several goals for the Blueprint were identified:

- Enhance safety and mobility
- Enhance transportation system efficiency
- Enhance system capacity through efficient management and operational facilities
- Reduce travel time and cost
- Enhance growth and economic vitality
- Develop a multimodal system that accommodates new technology

TIMELINE

Public Engagement (April 2010 - May 2011)

Defining the Plan (May 2011 - June 2012)

Develop the Blueprint (July 2012 - Early 2013)

Review and Adoption (Early 2013 - Mid 2013)

PROJECTS

County Roads

We're improving our roads with new pavement, drainage, and safety improvements. We're also working on improving our road network.

Partnership Projects

We're working with other agencies to improve our transportation system. We're also working on improving our road network.

Active Transportation

We're improving our roads for people who walk, bike, and use other active transportation modes. We're also working on improving our road network.

For project information, visit www.traviscountytx.gov/blueprint.

STUDIES

Evacuation Stress Test Modeling

We're modeling our evacuation routes to see how well they work. We're also working on improving our road network.

Pavement Analysis

We're analyzing our pavement to see how well it works. We're also working on improving our road network.

Hamilton Pool Road/Pedernales River Crossing Feasibility Study

We're studying the feasibility of a new bridge over the Pedernales River. We're also working on improving our road network.

Western Travis County Colorado River/Lake Crossing Feasibility Study

We're studying the feasibility of a new bridge over the Colorado River. We're also working on improving our road network.

PROGRAMS

Congested Corridors and Intersections

We're working on improving our roads to reduce congestion. We're also working on improving our road network.

High Collision Locations

We're working on improving our roads to reduce collisions. We're also working on improving our road network.

Active Transportation

We're improving our roads for people who walk, bike, and use other active transportation modes. We're also working on improving our road network.

Sidewalk Improvement and Pedestrian Safety

We're improving our sidewalks to make them safer for pedestrians. We're also working on improving our road network.

Bridge Rehabilitation and Replacement

We're working on improving our bridges to make them safer. We're also working on improving our road network.

Low Water Crossing Improvement

We're working on improving our low water crossings to make them safer. We're also working on improving our road network.

Innovative Technology

We're working on improving our roads with new technology. We're also working on improving our road network.

Transit Development Plan

We're working on improving our transit system. We're also working on improving our road network.

PROMOTION

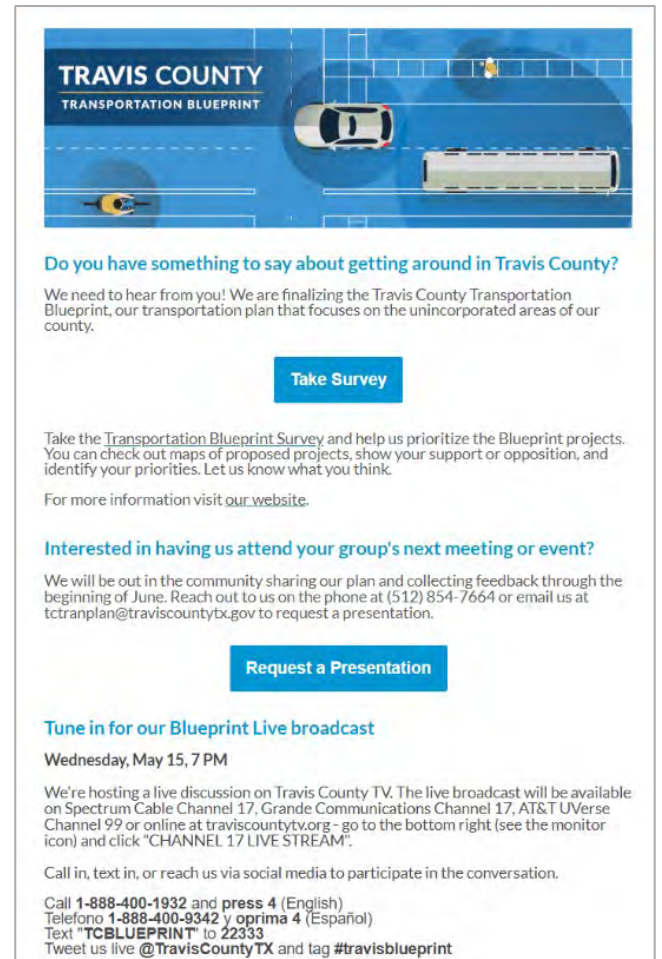
SOCIAL MEDIA AND EMAIL

SOCIAL MEDIA OUTREACH		
Platform	Number of Posts	Date
Facebook	5	May 10, 14, 28 June 7, 1
Twitter	5	May 10, 14, 28 June 5
Nexdoor	4	May 10, 14, 28
SOCIAL MEDIA HIGHLIGHTS		
Metric	Number	
Impressions	182,000	
Reached	2,100	
Engaged	300	
Clicks	687	
Likes	102	
Comments	22	
Shares	31	

Facebook



Email



MEDIA RELEASE

Spanish Media Release

El Condado de Travis Habla de Prioridades del Transporte

El público puede influir el próximo iniciativa importante de movilidad durante el Teleficción y una encuesta

(Travis County, TX) - El Condado de Travis preparó un "blueprint" para los proyectos futuros de transporte y quiere que el público ayude determinar cuáles proyectos van a priorizar en los años que viene.

Más de dos años de trabajo coleccionando sentimiento público y terminando análisis técnico he resultado en el **Travis County Transportation Blueprint** (www.traviscountytexas.gov/blueprint), un hoja de ruta para proyectos, programas, y estudios hecho para mejorar movilidad a través del área.

El Blueprint enfoca en áreas afuera de los limites de la ciudad de Austin y otras ciudades cercanas. Se incluye proyectos para mejorar carreteras, iniciativas de tránsito, senderos y infraestructura para ciclismo y peatones, medidas de seguridad, y estudios para encontrar soluciones potenciales en el futuro.

Para entender las prioridades del público, el Condado va a presentar en vivo **el primer ayuntamiento televisado "Blueprint Live!" la próxima miércoles, 15 de mayo, a las 7pm, en Travis County TV; estará disponible en Time Warner Cable canal 17 (digital 10-17), Grande Communications canal 17 and AT&T U Verse canal 99, o en linea en <https://www.traviscountytexas.gov/tctv>**. Asistentes podrán participar por teléfono, mensaje de text, o twitter.

En adición del teledifusión, el Condado lanzó una encuesta, disponible en la página inicial de Blueprint (www.traviscountytexas.gov/blueprint), y seguirá abierta a mediados de junio. La encuesta lo más ambicioso que el condado ha desarrollado y permite que participantes selecciona los proyectos priorizados entre las docenas incorporado en el borrador del Blueprint.

"Es imperativo que recibimos las aportaciones a través del condado sobre este iniciativa tan importante de transporte." Dijo La Juez del Condado de Travis, Sarah Eckhardt. **"Blueprint Live! y la encuesta nos permitirá escuchar directamente de la gente que impactará más. Por esto, queremos que sea lo más fácil posible para que cualquiera persona pueda participar y priorizar los varios proyectos que estamos considerando."**

For Immediate Release
May 9, 2019
Contact: Hector Nieto
512-854-8740

Travis County Talks Transportation Priorities

Public Can Influence Next Major Mobility Initiatives During Live Telecast and Survey

(Travis County, TX) – Travis County has prepared a “blueprint” for its future transportation work and wants the public to help shape what projects it prioritizes in the coming years.

More than two years of work collecting public sentiment and completing technical analysis has yielded the **Travis County Transportation Blueprint** (www.traviscountytx.gov/blueprint), a 25-year roadmap for projects, programs, and studies meant to improve mobility across the area. The Blueprint pays special attention to parts of Travis County outside of the city limits of Austin and other nearby cities. It includes road improvement projects, transit initiatives, bicycle and pedestrian trails and infrastructure, safety measures, and studies of potential future solutions.

To get a sense of the public’s priorities, the County will host its **first televised town hall, “Blueprint Live!” next Wednesday, May 15th, at 7pm, on Travis County TV**; it is available on **Time Warner Cable Channel 17 (digital 10-17), Grande Communications channel 17 and AT&T UVerse channel 99, or online at <https://www.traviscountytx.gov/tctv>**. Attendees can participate by phone, text message, or Twitter.

In addition to the telecast, the County has released a survey, available at the Blueprint homepage (www.traviscountytx.gov/blueprint), which will remain open through mid-June. The survey is among the most ambitious the County has ever developed and allows participants to highlight its top projects among the dozens incorporated into the draft Blueprint.

“It is imperative we receive input from across our County on this important transportation initiative,” said Travis County Judge Sarah Eckhardt. **“Blueprint Live! and the survey will allow us to hear directly from the people it will impact most. This is why we want to make it as easy as possible for anyone to participate and help us prioritize the many transportation projects we’re considering.”**

###

